

Mr Thorpe denies any part in alleged murder plot

Mr Thorpe issued an absolute denial yesterday that he had ever been involved in any alleged plot to kill or harm Mr Norman Scott and declared that he would not resign his parliamentary seat. He repeated that although he had had

a "brief affectionate" friendship with Mr Scott no sexual activity of any kind took place. When Mr Thorpe was asked if he had ever had a homosexual relationship his lawyers disallowed the question.

Refusal to resign from the Commons

Fred Emery
Special Editor

An extraordinary and news conference yesterday Mr Jeremy Thorpe issued an absolute denial of any involvement in the latest allegation in the Norman Scott case, namely that he had discussed with anyone a proposed murder or attempt to harm Mr Scott. Mr Thorpe, former Liberal leader, resigned his party post last after earlier allegations, and that he would not in his parliamentary seat, Devon, North.

Mr Thorpe, responding to questions for an hour after giving a prepared statement, said it was neither for nor for the press to allege any alleged murder plot. The job was for the

the allegation by Mr

ew Newton that he had

paid by a prominent

al to murder Mr Scott,

Thorpe finally said: "I

believe that there is any

had jokingly asked his

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Police accept 10 pc but argue over inquiry

By Craig Seton

An immediate 10 per cent pay rise for the police was understood to have been accepted by the Police Federation last night, if the terms for a promised independent inquiry into pay and conditions can be agreed with the Government.

The offer of the rise and the inquiry was put to the federation by Mr Rees, Home Secretary. He withdrew from talks at the Home Office as soon as it was made, but stood by for the federation's answer.

The 22 delegates, representing the police federations of England and Wales, Scotland and Northern Ireland, met Mr Rees, Mr Millan, Secretary of State for Scotland, and a representative of the Northern Ireland Office.

There was some surprise that the delegates' discussion between themselves on the offer lasted as long as it did. Mr James Jardine, the chairman, had made it clear before they met Mr Rees that the offer would have to be more than 10 per cent for the discussion to have any meaning.

Later it was understood that the federation had several times called for clarification of the details of the proposed inquiry, and in particular whether the Government would be bound by its findings.

Earlier the Police Council, the national negotiating body from which the federation withdrew last year, had unsuccessfully attempted to suggest its own terms to end the pay deadlock.

The council suggested an immediate 10 per cent award as well as its own inquiry into police pay. Although the council and the federation did not meet at the Home Office, Mr Rees conveyed the proposal to the federation and it was quickly rejected.

Before yesterday's meeting Mr Jardine made clear that the federation would have to accept Mr Rees that the police forces faced a mass exodus unless a large offer was forthcoming. It has also given a warning of increasing pressure from many policemen for the right to strike over the issue.

It was the second meeting between the federation and the Home Office within a week. After last week's two-hour meeting Mr Jardine said it had been a waste of time. On Wednesday night Mr Rees, addressing the Metropolitan branch of the federation, said it was one of the worst receptions he had had from policemen during the present session of pay talks.

Mr Rees had also heard Mr David McNee, the Metropolitan Police Commissioner, say at the same meeting that a police strike was "undoubtedly closer now than at any time since 1919".

Answering another question, Mr Thorpe explained his dealings with Mr Scott. After Mr Scott's outburst at an inquest in 1972, he had heard nothing of him until the spring or summer of 1975.

HOME NEWS

Lower-paid worse off at work than on dole, Nupe leader maintains

From Paul Routledge
Labour Editor
Harrogate

Mr Alan Fisher, general secretary of the National Union of Public Employees (Nupe), said yesterday that the Government should exempt low-paid council and health service employees from the 10 per cent earnings limit. He denounced the "non-sense" of an incomes policy that left workers worse off employed than on the dole.

Mr Fisher, a senior member of the TUC economic committee, told the annual conference of the Institute of Personnel Management at Harrogate that a fifth of local authority workers were below the poverty line. Lower-paid workers would be penalized by the rigid operation of a percentage limit on wage rises.

We have a ludicrous situation that there are many thousands of people today in the public service who would be better off if they were unemployed," he said. Social security benefits were index-linked to the cost of living, but those in public employment had no such hedge against inflation.

Referring to the "political sensitivity" over police pay, Mr

Fisher added: "I am prepared to state the interest of my members in the local authorities and health service by saying that we will accept the same settlement as the police get."

If the Government adopted a totally firm policy allowing for no kind of variation "I believe we shall be in for trouble."

Nupe and two other unions have submitted a claim for a minimum wage of £50 a week in the public service, which would mean a rise of £11.50 a week for the lowest-paid or about 30 per cent on basic rates.

Mr Fisher earlier sat through a lecture on pay restraint delivered by Mr Walker, Minister of State at the Department of Employment, who saw little scope for "special cases" during the present pay round.

The minister said: "We should not be able to dispense with the back-up powers if groups wanting to settle at poverty rates are exempted from the national earnings target are encouraged to think that they can ignore the difficulty of the repercussions that may be created elsewhere. Clearly this applies equally to the public sector."

Mr Steel indicates that Lib-Lab pact will go on

By Fred Emery
Political Editor

Mr David Steel, the Liberal leader, yesterday claimed his party's share of the credit for Mr Healey's economic measures.

Additional revelations likely to be made at the annual conference of the Institute of Personnel Management at Harrogate, he said, as good as confirmed that the pact with Labour will continue until the spring Budget next year. "Next time we shall be looking for much more substantial cuts" in taxes, he said.

Before he left London Mr Steel had averted his gaze from that part of the latest Gallup Poll (details, page 6) which indicated a drop in the Liberal's support from 10 per cent in July to 8 per cent last month. But he comforted himself with the poll's showing that support for the pact, over the same period, rose from 44 to 50 per cent.

Mr Steel made his ritual caveat that continued Liberal support for the Government would depend on the Chancellor's determination to fight inflation. But he clearly liked the start Mr Healey had made in encouraging small business. He also applauded the Chancellor's emphasis on tackling "poverty" by exempting 900,000 more people from income tax.

Next time, he said, he particularly wanted relief for "middle management, who have been forced to make considerable financial sacrifices in recent years."

He said the 10 per cent guideline for pay settlements was "working better than many of us had dared hope."

Mr Steel said he wanted industrialists to make contributions to the youth employment and profit-sharing.

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Immigrant students face course fee rise

By Sue Reid, of The Times
Higher Education Supplement

Several thousand new British immigrants at colleges and universities may have to pay higher fees next year after a decision by the Department of Education and Science, outlined in a government circular and designed to protect colleges from contravening the Race Relations Act.

The decision greatly increases the number of students open to classification as "foreign" and thus liable for overseas fee levels and restriction under college quotas.

In the circular overseas students have been reclassified "specified" and can gain home student status only by living in the United Kingdom for three years before their courses.

Under the previous definition, formed 10 years ago, foreigners could gain classification as home students through their parents' or spouse's length of residence.

Overseas students' organizations fear that recently arrived immigrants, including those on courses, may have to pay higher fees, now £630 a year for undergraduates and £850 for postgraduates. They will be increased in step with inflation in the next academic year, when the full impact of the circular will be felt.

The United Kingdom Council for Overseas Student Affairs and the National Union of Students have been in touch with the department over the circular. They are pressing for further guidance for local authorities and colleges as to which groups of "specified students" might qualify for home fees.

The council's latest newsletter says: "An authority or college will be on sensitive ground if it adopts the new specified student criteria for assessing fees because it will be immigrant students who will be the hardest hit."

A spokesman added that thousands of immigrants might be affected. The Government has asked local authorities and colleges to limit foreign student numbers next year to 75,000, a cut of 6,000.

Sealink strike
Sealink crossings to the Channel Islands will be stopped by a seamen's strike after the sailing from Weymouth to Jersey and Guernsey at five minutes to midnight tonight.

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Miners' ballot is expected to support the productivity deal by a small majority

By Our Labour Editor

The miners' secret ballot on a productivity deal looks like being a very close fight, according to one leader of the National Union of Mineworkers. An informed estimate suggests that the National Coal Board's offer will win a small majority.

Polling during the past two days has been heavy, and the militant areas of Yorkshire, Scotland, South Wales, Kent and north Derbyshire are expected to record opposition votes of up to three quarters. But the moderate coalfields of Durham, Northumberland, Nottinghamshire, the Midlands and the

craftsmen areas have voted by large majorities to accept.

In Yorkshire, where Mr Arthur Scargill, the left-wing area president, campaigned against the executive's recommendation to accept local incentives, voting is strongly against the coal board. The final figure is expected to be more than 70 per cent. One pit, Darfield, has given a 90 per cent "no".

Scotland seems set to deliver a 75 per cent rejection and South Wales about 70 per cent. But Kent, the coalfield whose leaders unsuccessfully challenged in the High Court last week the decision of the union executive to hold the ballot,

appears likely to win only a 60 per cent "no".

North Derbyshire, usually regarded as a "barometer" pointing to the national result, is reported to have gone 60 to 40 against the scheme. Lancashire, another indicator, is said to be in favour by a slender margin.

The moderate votes will include the white-collar grouping, colliery officials and steeple and ancillary areas. It was estimated last night that the overall vote would be about 53 per cent in favour.

One left-wing coalfield leader said: "If they get a majority it will be carried by people

who are not involved with coal-mining, and therefore it will not hold much credibility."

Ballot papers are being returned today to the London office of the Independent Electoral Reform Society for counting at the weekend. The result should be announced on Monday, and the union executive will meet on November 10 to discuss the next move.

Under the scheme, face workers would get a bonus of £23.50 on top of their basic rate if they achieved 100 per cent of an agreed weekly output target. Other mineworkers would get proportionately less.

Mr Millan, Secretary of State for Scotland, has promised that proposals for nuclear waste disposal will require approval from the Government. That would follow consultation with local authorities and other bodies, and would be given only on the basis of a safe.

Mr Millan said in his letter that the Atomic Energy Authority proposed to invest some £100 million in geological formations to see if they might be suitable for waste disposal. Planning permission would be required for drilling, but it would relate to research purposes only, not to actual deposit of waste.

Mr Millan said the Atomic Energy Authority would be looking in the Loch Doon area. He was not aware that it had applied to drill elsewhere.

Sixteen of the subjects attended for measurements at a specially arranged site in a special site at Windscale in Lancashire. The measurements of the body can be determined. The concentrations observed in the fourth week were in general lower than for the first three because fish for the last period were caught off the Kirkcubright coast.

Very small quantities of radioactivity are involved, but they assume greater significance for those critics of nuclear waste disposal who argue that safety limits need tightening by up to 100 times.

Shining amateurs, page 1.

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Service chiefs' warning of low morale on pay

By Henry Stanhope
Defence Correspondent

Service chiefs of staff have warned the Government of the serious effects that pay disputes might have on the Armed Forces' morale. Servicemen were embittered by their phase-two rise last spring, because the Government had agreed that it was swayed by increased food and accommodation charges.

There is now mounting concern that if the Government gives way to the police or the miners the effect on recruitment and wastage rates in the three Services might be severe.

According to one RAF calculation, a flying officer after two years piloting a Jaguar supersonic aircraft earns £4,618, including £806 flying pay. That is slightly less than a police constable after four years on the beat, if the policeman's £770 housing allowance and an average of £455 overtime payments are taken into account.

RAF flight lieutenants earning an average basic rate of £5,000 at the West Drayton air traffic control centre work alongside civil controllers who receive £8,000. Civilian air traffic control assistants would stand to earn £7,000 under the Government's offer, after more than twice the income of their RAF equivalents.

Service chiefs see no chance of a pay rise next spring beyond the Government's 10 per cent guideline. But they say food and accommodation charges should not be raised again, and they want the revised body to state bluntly in its report that the Services have a lot of catching up to do when restraints are lifted.

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Government pledge on atom waste

By Henry Stanhope
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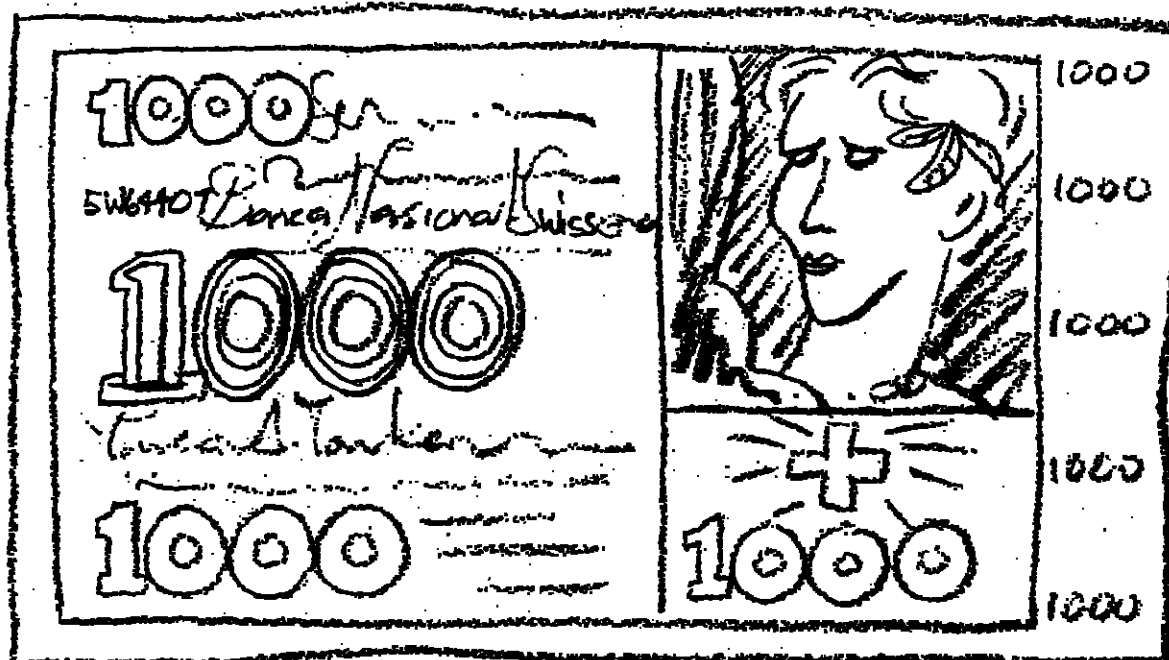
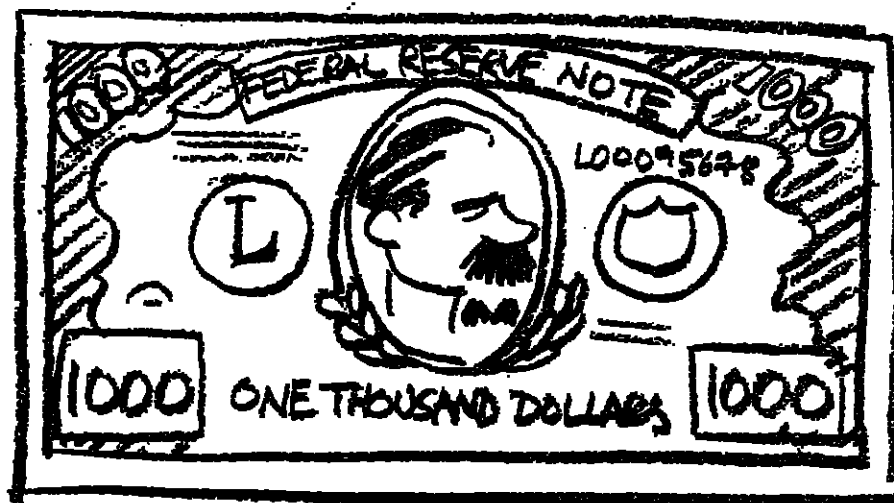
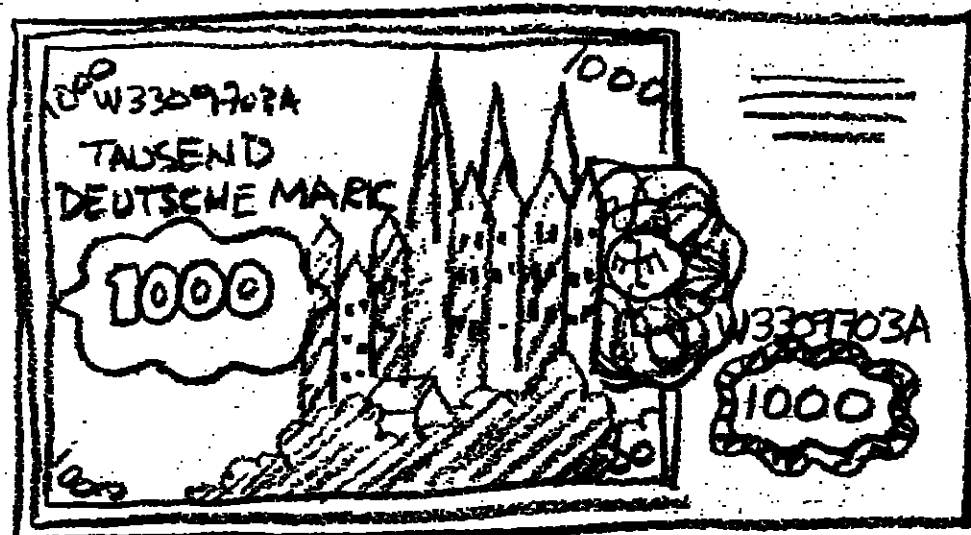
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NatWest

HOME NEWS

Ombudsman blames health departments for tardy warning on whooping cough vaccine

By John Roper
Health Services Correspondent

Not until the Association of Parents of Vaccine-Damaged Children raised the issue in 1974 did government health departments belatedly consider whether they should give specific warnings to parents about the possible dangers of whooping cough immunization. Sir Idwal Pugh, the Parliamentary Commissioner for Administration (Ombudsman), says in a report published yesterday.

He dismissed a suggestion made at a press conference on his report that it was a white-wash. But Mr. Jack Ashley, Labour MP for Stoke-on-Trent, South, who is campaigning for compensation for children who suffer brain damage as a result of vaccination, condemned the Ombudsman's "frail judgment" and said he had shied away from the logic of his own words.

The report failed to condemn the health departments for "six silent and shameful years". Sir Idwal said at the press conference about the "biggest investigation he had done in his 18 months of office" that he upheld the complaints made about lack of information, put the responsibility squarely on the health departments and hoped that the report would add to the pressure for compensation. It could be used in evidence, he said.

Mr. Ashley said Sir Idwal had been sadly remiss about checking whether doctors, nurses and health visitors made sure that a child was fit for immunization and that there were no contra-indications, which he found a curious failure.

Mrs Rosemary Fox, president of the Association of Parents of Vaccine-Damaged

Children, which has 380 cases on its list, thought the report was very disappointing. It was weak and would do nothing to tighten administration of the vaccination programme.

"All it seems to say is that where things were wrong they are now right," she said. "But I do not think that this is the case."

Family doctors needed clearer guidance and instructions and should be given specific examples of adverse reactions for which to look. Parents should be told everything there is to know about risks.

That, Sir Idwal said at the press conference, was being done as far as was reasonably possible, in his opinion.

As far as the transmission of information was concerned, his report upheld the complaint. The Government's announcement that it agreed in principle to the payment of compensation for children seriously damaged by vaccines had, in a sense, preempted his report, Sir Idwal added. It had a bearing on the way the report had been drafted.

The report states that although the health departments sought in a sense to limit and minimize their role they were of central importance. The departments gave the appearance of thinking that their role consisted of transmitting scientific and expert opinion from specialist and highly expert consultants, down a medical channel.

But it should be much more fundamental. Responsibility for accepting expert advice, deciding whether alternative and differing views should be consulted or accepted, and trans-



Sir Idwal Pugh: "Biggest inquiry in 18 months."

mitting information with the authority of the departments lay only with them.

For six years after whooping cough vaccine had been included in the national immunization programme the health departments gave no advice to doctors about reservations on vaccinating some children. From 1963 onwards the advice issued should have been enough to alert practitioners to the need for care and clinical judgment in the individual case. Bearing in mind that the departments were not the only source of information, it was thought they had acted reasonably in that respect.

Sir Idwal says in his report that there was force in the departments' view that it was for doctors to tell patients about risks and contra-indications; but he did not think the same

argument applied to adverse reactions to a vaccination.

Parents should have had better information because they were in the best position to observe a child's reactions. The health departments missed an opportunity of helping doctors, and of safeguarding against unwitting administration of repeat injections in unsuitable cases when they opted to give parents an idea of what to expect as a reaction to vaccination.

On the question of compensation, although the Government has agreed that there is a case in principle, it is still awaiting the report of the Royal Commission on Civil Liability and Compensation for Personal Injury, which was appointed in 1973.

Whooping cough runs in four weekly waves and experts predicted yesterday that the coming winter may see an epidemic of 20,000 to 30,000 cases, some of them more serious because of the big drop in vaccination. One child in a thousand who contracts the disease dies. Estimates of complications of vaccination vary from one in 20,000 to one in a million. It is generally considered by doctors that the risk that may be carried by vaccination is more than justified.

A £150,000 newspaper advertising campaign to encourage parents to have their children vaccinated, due to start today, has been postponed until next week, because it would clash with the Ombudsman's report, the Department of Health said yesterday.

Parliamentary Commissioner for Administration, 45th report, Whooping Cough, 4th vaccination (Stationery Office, 45p).

Leading article, page 15

Archbishops' reprimand over woman priest

By Clifford Longley
Religious Affairs Correspondent

A public reprimand for the two clergymen who allowed their churches to be used by an American woman priest to celebrate Holy Communion has been issued by the two Archbishops of the Church of England, Dr Coggan, of Canterbury, and Dr Blanch, of York.

They say in a statement that they are aware that Christian opinion in Britain has been disturbed by the news from the dioceses of Manchester and Newcastle that a woman has been permitted to celebrate Holy Communion.

"We do not doubt the sincerity of those who were involved," they say, "but we deeply regret that the incumbents concerned have seen fit not only to disregard the law, to which, by virtue of their office, they have assented, but also to override the synodical procedures by which the practice of the Church of England in such matters is determined."

They express the hope that the clergy of the two provinces will not permit any actions that would prejudice the resumed discussion next summer in the General Synod after the Lambeth Conference.

"The ordination of women is a serious subject, and deserves to be treated seriously," the statement concludes. The two clergymen concerned were the Rev Alfred Withers, of the Church of the Apostles, Manchester, and the Rev Ian Barker, of St Thomas's, Newcastle. Earlier this month they invited the Rev Alison Palmer, an ordained priest of the United States Episcopate (Anglican), to officiate at services in their churches.

Both have had discussions with their own bishops.

Supporters of the ordination of women are expected to press the archbishops at the meeting of the General Synod next month to change their policy on validly ordained women priests from overseas who visit Britain.

They will be asked to explain the reasons for their policy, particularly in the light of practice in some Roman Catholic dioceses on the Continent who have permitted Anglican clergy to celebrate Anglican Holy Communion in their churches, although the Roman Catholic Church does not officially recognize Anglican orders as valid.

Front attacked as 'puppet' of socialists

The National Front is attacked as "puppets of socialism" in a pamphlet published today. The author, Mr. Stephen Eyles, a member of the right-wing National Association for Freedom, says the National Front is firmly on the collective left.

But while the National Front is a socialist Workers' Party have so much in common," he says. "The National Front is 10 times more lethal."

National Front is a Socialist Workers' Party (Alfred Eyles for Freedom and Enterprise, 45p).

More wish to take courses in science and technology

By Our Education Correspondent

Young people are showing a discernible upsurge of interest in studying science and engineering, Sir Brian Flowers, FRS, Rector of the Imperial College of Science and Technology, London, said in his committal address to the college yesterday.

Undergraduate applications to the college last year had reached the highest figure for 10 years. That trend had been firmly maintained. Applications for this year's entry had reached a record figure of 7,000. The college's intake of undergraduates, also a record, was 1,132.

"We have read in recent years a great deal about the disenchantment of the young with science and technology," Sir Brian said. "If this attitude is ever really tested, it seems that a significant change of mind is under way."

He welcomed in particular the Government's recent decision that the college should develop a new four-year engineering undergraduate course oriented towards manufacturing industry. The intake for the course would be limited to students of high A-level attainment who had also been able to attract sponsorship from selected industrial companies. "We aim to produce the industrial leaders of a more prosperous future," he said.

Trend to engineering: There have been many more applications for undergraduate engineering and physics courses next year, preliminary returns to the Universities Central Council on Admissions show.

Applications for electrical, mechanical and civil engineering courses and for physics are all up by more than 12 per cent compared with this time last year.

About a fifth of the expected total number of applications are in the field of engineering and technology. There has been a fall of more than 8 per cent in applications for dentistry, law, sociology and history.

It wondered whether profits had adjusted fully to the fall in farm prices. "It may be that as time goes on market forces will bring margins back to a lower level." The statement was so tentative that it was impossible to decide whether the commission was telling wholesalers and grocers to cut their profits or whether it was merely thinking aloud about the market.

The commission has now reported again, and although prices have continued to fall the percentage of applications has risen as it was in May. The commission this time is even more obscure than before. It observes that the market appears to have returned to its state before the period of high prices and shortages between 1975 and early 1977.

Throughout its period of in-



Autumn leaves as the setting for the Tiverton stag hounds, being led amid cottages at Knowstone, Devon, by Mr Ray Giles.

MP attacks courts over battered women Act

By Pat Healy
Social Services Correspondent

A battered woman will return to a refuge in London today because a county court judge has ruled that her cohabitee cannot be excluded from their joint home. It is the third case in which the courts have decided that unmarried women do not have the same rights as wives in expelling violent men from their homes, although the Domestic Violence and Matrimonial Proceedings Act specifically included them.

Miss Josephine Richardson, Labour MP for Barking and architect of the Act, has written privately to the Lord Chancellor for clarification on the way it is being interpreted. The Lord Chancellor's department helped in drafting the Bill and showed no reluctance to include cohabitees, Miss Richardson said.

But the man appealed against the exclusion order, and because of two recent High Court judgments that unmarried women have not the same rights as wives under property laws the appeal was allowed.

Allowance for more disabled

A new group of disabled people will be able to claim mobility allowance for the first time from November 2. The extension, announced in a Commons written reply, is expected to bring in about 6,000 people aged between 53 and 55.

More than 50,000 disabled people aged between five and 52 receive the allowance worth £5 subject to tax but rising on November 17 to £7 a week. Eventually 100,000 disabled

people who have received no help with their mobility are expected to get the allowance.

The new group brought into the scheme will receive the allowance from February 1, six months after the 51 to 53 age group; the last to be included.

The Government is committed to phase in different age groups over three years, ending late in 1979. But claims from some groups have been small enough for the age timetable to be advanced.

Attempt to end newspaper dispute fails

By Our Labour Staff

The National Union of Journalists failed to meet the Newspaper Publishers Association next week to discuss the closed-shop dispute threatening closure of the London Evening News.

A meeting between union officials and management at the paper failed to reach agreement, the dispute involving Mr Keith Sharp, the assistant City editor.

The meeting followed a letter to journalists from Mr Louis Kirby, editor of the paper, saying that closure seemed to him inevitable if the dispute was not settled.

The NUJ chapel (office branch) is refusing to handle copy by Mr Sharp, a member of the Institute of Journalists, on the ground that there is the "custom and practice" of 100 per cent post-entry union membership.

An NUJ statement yesterday condemned the letter from Mr Kirby as a "naked threat".

Commission's potato report 'obscure'

By Our Agricultural Correspondent

In May the Price Commission came close to accusing traders of profiteering on potatoes. It mattered about percentage profits being as high as when potatoes cost half as much. It whispered that traders were losing custom because shoppers were turning to substitutes.

It wondered whether profits had adjusted fully to the fall in farm prices. "It may be that as time goes on market forces will bring margins back to a lower level." The statement was so tentative that it was impossible to decide whether the commission was telling wholesalers and grocers to cut their profits or whether it was merely thinking aloud about the market.

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Throughout its period of in-

Legality of school girls' quota doubted

By Lucy Hodges, of The Times Educational Supplement

Boys' public schools that have started to admit girls on a quota basis may be breaking the law. Since 1975 independent schools going coeducational gradually have had to apply for exemption from the Sex Discrimination Act, which outlaws quotas.

The Equal Opportunities Commission has had only one such application, from Framlingham College, Suffolk, which this term began accepting up to 25 day girls, a year into junior school.

Other public schools that have gone coeducational on a quota system, such as Tiverton School, Somerset, and Oakham School, Leicestershire, have done so without applying for transitional exemption order. Oakham has 350 girls and 600 boys, and is having to turn away about twice as many boarding applications from girls as it has places.

Tiverton, which has places for only 50 girl boarders, is also having to turn many girls away. It cannot expand to meet the demand until it can find the money for new buildings.

The commission said that schools that had not applied for exemption orders would be asked to do so.

The commission is also worried about the number of public schools taking girls in the sixth form. In an article in today's Times Educational Supplement, Miss Betty Lorkwood, the commission's chairman, suggests that they may be in breach of the Sex Discrimination Act.

Schools are not considered coeducational, and therefore subject to the Act, if they take small numbers of the opposite sex and confine them to particular courses or classes. That has been interpreted by some schools as meaning that they can admit up to a tenth of girls to do A levels with boys.

The commission seems to be challenging that interpretation. Miss Lorkwood suggests that schools may take a minority of girls to do specific subjects, but not to do full ranges of A levels.

Landowner in shooting incident jailed

A landowner was jailed by Stafford Crown Court for two years yesterday for shooting at five boys on his land and killing their dog. Judge Garrard said he was failing in his public duty if he had suspended the sentences and let the man go free.

Edward Longshaw, aged 46, of Hardington, Kidgrove, had been convicted of wounding Paul Posmych, of Victoria Avenue, Kidgrove, with intent to cause grievous bodily harm; possessing a 12-bore shotgun with intent to endanger life; and killing the dog. He admitted possessing a firearm without a licence and was fined £10.

He was said by the prosecution to have fired at the boys from 50 yards' range when he caught them hunting rabbits on his land.

He said he fired over their heads to scare them off. The prosecution said he "ventured his anger" on the dog by shooting it once, then killing it.

The boys were in a four-acre piece of land that Mr Longshaw had fenced off as a play area to protect his epileptic daughter, aged 10 and 12. "He was concerned that the fences would be damaged," Mr David Hales, for the defence said.

Marines' music school to move

The Ministry of Defence is to transfer the Royal Marines School of Music from Deal to Portsmouth, but completion is not expected until 1981.

The move is expected to put many civilian jobs at the Royal Marines barracks at Deal at risk.

Scots universities

David Walker writes
Glasgow is the first of a series of profiles of the ancient Scottish universities in The Times Higher Education Supplement today. Jean Blondin argues that the French schools may be better off without their communist allies.

The commission's figures indicate that growers of potatoes were more successful than wholesalers and shopkeepers in keeping prices up during the shortage. That helps to explain the persistent demands from owners of the shops for greater consumer representation on the Potato Marketing Board, or whatever replaces it next year.

The commission remains silent about all those things its latest report about potatoes is a relic of the days when it seemed to be a price controller, more than a controller of the market. Its last such report, so that the commission's opinion about allegations of profiteering on potatoes remains a mystery.

Potato prices and profits below last year's

	Average shop price (pounds a cwt)	Gross margin (pounds a cwt)	Gross profit (pounds a cwt)
Aug 1974	5.0	1.2	3.8
Aug 1975	7.5	2.2	5.3
Aug 1976	10.1	3.3	6.8
Aug 1977	10.9	3.5	7.4
Aug 1978	10.7	3.5	7.2
Aug 1979	10.7	3.5	7.2
Aug 1980	10.7	3.5	7.2
Aug 1981	10.7	3.5	7.2

Source: Price Commission
(Second week only)

Irish beef protest by farmers

By Hugh Clayton

Cattle farmers decided yesterday to protest to the Government about beef imports from the Irish Republic, which they say are undermining their trade. Sir Henry Plumb, president of the National Farmers' Union, has agreed to lead a group of Welsh farmers to protest to Mr Silkin, Minister of Agriculture, Fisheries and Food.

They decided to make a formal protest after publication by the Meat and Livestock Commission of data that showed a large increase in imports from Ireland this year. The commission said imports of beef in the first eight months of 1977 totalled half as much again as in the comparable months of 1976.

Some Irish beef had undoubtedly been sent to Great Britain because of lack of storage in the republic for that country's colossal beef mountain.

Thomas Rosser, chairman of the Council for Wales of the NFU, said: "The Cabinet are going to sit up and take notice of the angry mood Welsh farmers are in. There will be no respite until farmers are given the means by which they can compete with their counterparts in Europe."

Three Labour officials cleared of contempt

Three of the seven left-wing members of Newham, North-East, Labour Party accused of defying a High Court ban on a meeting of their management committee were cleared of contempt of court yesterday.

Mr Justice Peter Pain held that Mr John Hart, of Cheltenham Gardens, East Ham, who was secretary of the meeting on September 28, and Mr Owen Aspinthorpe, of Plashet Grove, East Ham, a committee member, had not been properly informed of the court injunction banning the meeting.

A move to have Mr Hart and Mr Aspinthorpe committed to prison for contempt was dismissed. As a result, a similar move against another committee member, Mr John Rowse, of Holly Crescent, Windsor, was withdrawn.

The hearing of committal applications against the remaining four will continue today. They are Mr Andrew Bevan, Labour Party national youth organizer, of Clements Road, East Ham; Mr Alan Haworth, of Nigel Road, Forest Gate; Mr Phillip Bradbury, of Sandringham Road, Forest Gate; and Mr Thomas Jenkins, of Kempton Road, East Ham.

The committal applications were made by Mr Patrick Nilsson, a member of a rival faction in the constituency party.

The judge said he was surprised that action had been brought against either Mr Hart or Mr Aspinthorpe. He awarded costs to them and to Mr Rowse.

Safety rules for cosmetics

Safety regulations are to be introduced for cosmetic products. The Department of Prices and Consumer Protection yesterday circulated a draft of proposed rules to interested bodies.

The regulations, to be made under the European Communities Act, 1972, and the Consumer Protection Act, 1961, will require generally that

cosmetic products in normal use should not harm health. They will specify substances that products must not contain, and restrict other substances and colours.

They will implement the EEC directive of July 27, 1976, relating to cosmetic products. That, besides a general safety requirement, lists 360 substances that must not be used.

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Edinburgh Festival yields £1m

The Edinburgh Festival generated less than £1m towards local income last year, according to a report by the Scottish Tourist Board and Lothian Regional Council.

The report, prepared by Mr Roger Vaughan, of the Department of Economics at Heriot-Watt University, said the festival, which ran from August 1 to September 1, generated £3.7m but after allowing for the amount leaving the area only £960,000 of local income was left.

A similar analysis by the Philaidia Cultural Alliance found that the festival was worth about £17.5m to Edinburgh.

Two areas being questioned are the local income from the film festival which was set at £2,000, when the organizers paid more than £3,000 in rents and employed a staff of 30, and the report's estimate that 282,000 tickets for festival events were bought by visitors to Edinburgh, when 341,000 bed nights were accounted for by visitors attending festival events.

Judge's stern warning to woman muggers

Judge Gwyn Morris, QC, said at the Central Criminal Court yesterday that he was terrified by a new aspect of crime, woman muggers.

Three Bermondsey women had been found guilty of robbing an Indian hospital nurse on her way home from work.

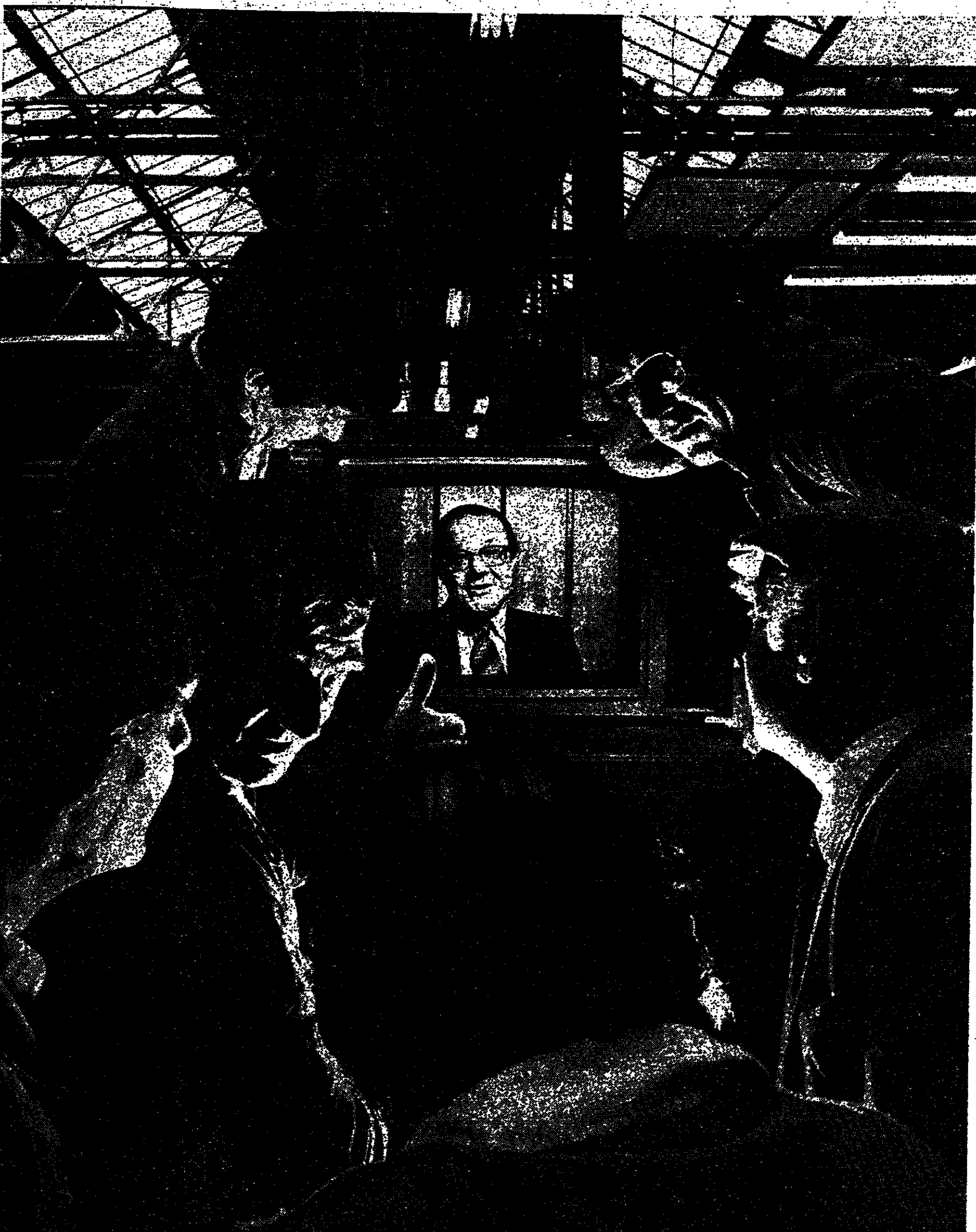
Mrs Dorothy Parsons, aged 26, of Staple Street, was jailed for two years. The judge said she had been the ringleader and her conduct had been outrageous and disgraceful.

Mrs Linda Lawrence, aged 19, of Lewinham Street, was sent for borstal training. Sentence on Mrs Lillian O'Keefe, aged 19, of Tennis Street, was adjourned for probation reports.

Mrs Barbara Mills, for the prosecution, had told the court that the three left a public house near London Bridge station late at night last November. They attacked Mrs Niru Morarji, aged 26, from Clapton, east London, taking her shopping bag containing an umbrella, personal items and £20.

Night flights cut

Restrictions on the movement of jet aircraft at night will be reim



"And that ends this month's board meeting. It'll be shown again next Monday at 1pm."

Board meetings shown like television programmes?

It's not a glimpse into the future. Nor is it one or two trendy companies practising 'open management'.

It's an idea used regularly by one of the largest corporations in the country to show shop floor staff and middle management what goes on behind the closed doors of the boardroom.

Ten years ago, the idea would have turned the boardroom into a television studio. (Which is obviously why it didn't happen.)

Today, all it takes is one man and his Sony U-Matic portable video system.

Basically, a small colour video camera with a video recorder, the portable U-Matic is being used increasingly in industry to help communications between management and workers. And vice versa.

One international medicine and toiletries company uses the U-Matic to demonstrate its new products and processes. After they've got them on tape they put them on U-Matic cassettes and send them all round the world.

So that staff and customers, in say, Nairobi, can learn about a breakthrough made in London in a matter of days.

It's good for morale. And sales.

Another company uses the portable U-Matic to record the Sales Director giving training advice. So that even if a salesman is working the Scottish region he can still get a refresher course from the best salesman in the company.

Of course, one of the reasons the portable U-Matic is being used in so many different ways is because you don't have to be Cecil B. DeMille to use it.

The camera is sophisticated but simple.

It has a 6-1 zoom lens, a built-in mike and filters for varying artificial and natural light conditions. (So even if the boardroom is oak-panelled you'll still be able to see who voted for and who voted against.)

The recorder uses special 20 minute cassettes. (They can be played back on a Sony U-Matic or our new edit machine.)

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Social workers link suicide with high-rise development

People living in tall blocks of flats are seven times more likely to commit suicide than anyone else, a group of social workers in Manchester says in a report published yesterday.

The Hulme People's Rights Centre calls for the demolition of most of Hulme, a seven-year-old development where 15,000 people live in maisonettes and multistorey blocks in a former slum area just south of the city centre.

The report says that a survey showed that half the people living in the development suffer from nervous complaints. Last month a woman, aged 26, leapt to death with her two-year-old son from the eleventh floor of a block in Birmingham. The report says people in the Hulme area are killed 31 times more likely to be the victims of crime than people living elsewhere and 41 times more likely to be murdered. "Demolition is the only answer. Two thirds of it must be flattened to the ground and real homes built", the report says.

John Chartres writes: The redevelopment of Hulme, once a typical back-to-back slum

district, was Manchester's first attempt to break away from the building of tower blocks for slum clearance.

The redevelopment was the first in the city on a mass scale. Instead of moving families out street by street and rehousing them in new blocks of flats, several square miles was bulldozed, and a planned district scheme took place.

There are only a few tower blocks in the redevelopment. Most of the housing consists of squares of maisonette blocks and deck access terraces. An example of a more integrated scheme is the Victoria Centre, a shopping and social service centre with the housing, although it was not entirely successful because of restrictions on public spending.

Most of the original Hulme dwellers were rehoused in outlying estates, such as Wythenshawe, Cheadle, Mossley, and Burnage. The new Hulme families started migrating into the reconstructed district from other parts of the city Hulme has had a reputation for crime, vice, suicides and stress.

Condemnation, however, is not universal. A group led by Methodist minister John Roberts formed partly to allay fears that have almost reached

hysterical proportions among some residents.

The group maintains that the area has many advantages over a true multi-storey block development. One of its ideas is for some of the terrace blocks to be handed over from the city's housing department to a housing association. It is thought that this might restore a more personal atmosphere.

Councillor Allan Roberts, chairman of Manchester Housing Committee, said last night that he agreed with many of the arguments against social housing but said that the recommendation that the deck access terraces should be demolished.

He said it was council policy to move families out of the terraces, which had turned out to be "planning and architectural errors", and to let the flats to single people or to groups of young people, such as students.

By 1980 all families with young children would have been rehoused, he said. The terraces were also being improved by dividing the decks vertically to ensure privacy and security.

Times, City Edition; Manchester's Housing: What People's Rights Entail, 40p.

Objectors to the latest Midlands motorway scheme accused the Secretary of State for the Environment yesterday of treating them in a high-handed and undemocratic fashion.

Mr John Bushell, of Leigh End Farm, Alvechurch, Hereford and Worcester, and Mr Terence Brunt, of Alvechurch Way, Bromsgrove, are seeking an order in the High Court quashing the Secretary of State's approval of the £60m scheme, on which construction is to start in 1979-80.

They said he approved sections of the M40 and M42 south of Birmingham after receiving undisclosed information and evidence on which objectors had no opportunity to be heard.

Mr John Bushell, whose property is affected, said in written evidence that objectors felt "frustrated and shut out" at not being able to make representations on new evidence submitted by the contractor to the public inquiry into the scheme.

The Secretary of State had taken new factors into account and had drawn wrong conclusions, Mr Bushell said. He had denied objectors the chance to challenge his decisions in a high-handed and undemocratic fashion.

Lord Gifford, for the objectors, contended that the decision to build was outside the powers conferred by the Highways Acts.

"It is a breach of natural justice in the way the decision was reached."

He said the inspector at the inquiry, in 1973, concluded that only necessity could justify the scheme. His recommendation in favour was made on the strength of traffic forecasts, but recent general predictions had reduced the forecast of traffic volumes.

BBC to change frequencies for radio networks

By Martin Huckerby

The four main BBC radio networks are moving to new wavelengths next year. The £3m scheme is designed to minimize the effects of interference from foreign stations and to make the services available to more people.

lengths for the main BBC networks have had to be altered. Listeners may have to buy new radios to listen to particular programmes.

The changes are as follows:

Radio Three: Moves to 247 metres (1215 kHz) on medium wave. Most listeners will need to tune to VHF at night.

Radio Four: Moves from medium wave to 1,500m (200kHz) in central Scotland 1322m (227kHz).

Radio Two: Moves from long to medium wave 433m (693kHz) and 384m (781kHz).

Radio One: Takes over 257m (1089kHz) and 285m (1053kHz) on medium wave.

By Our Political Correspondent

Mr Callaghan would not comment last night on the latest Gallup Poll published in *The Sunday Telegraph* yesterday, which showed that Labour's electoral prospects have greatly improved in the past month. But there was no mistaking the optimism and reserved confidence among Labour MPs and the Prime Minister's closest colleagues.

The poll showed the two main parties level in popularity, each is supported by 45 per cent of those interviewed, compared with a Conservative lead of 4½ per cent last month.

What impressed the Labour camp most of all was the response to the question: 'Who would make the better Prime Minister? Mr Callaghan, Mr Thatcher or Mr Steel?' The cross-section of 1,011 electors divided as follows: Mr Callaghan, 46 per cent (com-

By Our Education Correspondent

The Prime Minister yesterday called on teachers to do all they can to change the "perverted and distorted view" that manufacturing occupations are less desirable than professional occupations such as those in education, law, medicine or the social services.

More of the country's best brains needed to apply themselves to the manufacturing industry, he said, to help overcome its difficulties. Mr. Callaghan told a National Union of Teachers careers convention in London. More able young people, both girls and boys, should be encouraged to try a career in industry.

"We need fully to appreciate how much we depend on manufacturing and the conditions that our industry needs to flourish. It is our duty to offer that manufacturing is the major contributor to our national wealth, and that our hospitals, schools and social services depend on industry for their support."

Mr Callaghan welcomed the "good and promising initiatives" that had been taken to help schools to introduce teaching about industry into the curriculum. But more needed to be done.

We appealed to teachers and schools to invite people from industry to give talks and information on firms and jobs; and appealed to industry to spare suitable staff, often younger people, who could speak from experience both of the students and of life at work.

Restrictions on foreign lecturers under attack

The universities are also worried because some categories of visiting academics who did not previously require work permits now appear to do so.

The committee said there is concern that work permits should be given or refused on academic not bureaucratic grounds.¹⁰

The universities' main worry that distinguished academics may be prevented from coming to Britain. Dr Albert Sloman, Vice-chancellor of of Essex University, said any attempt to restrict entry of foreign academics would damage the ethos of universities.

The Department of Employment said the number of work permits for everyone had been rising for some years but that because of unemployment, it was not aware that foreign academics had been treated differently from anyone else.

The Prime Minister said he was "absolutely" about the need for children to acquire the basic skills of literacy and numeracy to prepare them for their working lives.

Those working in industry had made clear that what they valued above all else, except a few minutes' instruction in competence communication.

"This is surely crucial to a young person's success in almost any job."

Mr Callaghan also called for greater attention and priority to be given in schools to careers guidance and education, which would be given to all children from the age of 13.

Before subject choices that might effectively determine the pattern of young people's working lives were made pupils should be given well informed advice and help in considering the implications.

Once subjects were dropped important career options were often foreclosed. For that reason, he went on, with another hint of the introduction of a "core" curriculum, "I should like to see as many as possible of the key subjects being taught up to the school-leaving age."

He did not want it to be thought, however, that schools fulfilled their duty simply by providing a supply of competent workers. They must continue to develop the whole range of young people's interests and abilities: sporting, practical, aesthetic or academic.

From Our Correspondent
Lerwick

Shetlanders are unlikely to be asked their opinion about Shetland's constitutional future in an early referendum, Mr Ernest Macdonald, Chief Executive of Shetland Islands Council, said yesterday.

"The council's devolution group is likely to ask the council next Monday for a decision on the referendum," he said. "It is not yet possible to make a preliminary vote to determine whether the people of Shetland support the council in its plan to consider the islands' future constitution."

It might be necessary to have a referendum after the Nevis Institute have completed its report on possible constitutional changes." The £40,000 report was commissioned recently, and it was expected that it would be available before any referendum, but the devolution group thinks government action in the Commons makes an early referendum desirable.

Eight MP will visit the islands for talks and meetings next week. Mr Urquhart said: "We are trying to get, as quickly and as comprehensively as possible, a clear view of what the people are thinking."

It is stated previously that the council's policy was to favour continued links with Westminster rather than with a Scottish assembly.

From William Chislett
Madrid, Oct. 27

The remarkable cooperation between the Spanish government and opposition parties was carried one stage farther today with the signing in the Cortes of a political pact between them. All the opposition parties signed except the neo-Fascist Spanish Alliance of Señor Manuel Fraga.

Under the agreement the remaining repressive aspects of the Francoist laws will be removed and the police and the paramilitary Civil Guard forces will be reorganized.

Measures are included to control the newspapers and radio stations which belonged to the dismantled National Movement, the only legal political organization under Franco, as well as the state-run television, which will be presided over by a civilian.

Up to the Government and opposition parties. The pact gives anyone arrested the right to have a lawyer from the moment of his detention and also lifts the ban on contr-

The police reform, as Señor Rodolfo Martín Villa, the Interior Minister, explained to civil governors at a special meeting yesterday, amounts to more police protection for authorized demonstrations and basic political rights together with a greater crackdown on illegal activities such as picketing and groups which espouse violence such as the Basque separatist organization ETA.

The Popular Alliance with 16 seats in the Congress, the lower house of the Cortes, did not sign the pact because it is against the "police reform" of Senator Laureano Praga's leader, Manuel Fraga. Praga's leader said that the restructuring of the police forces would mean "the dismantling of the means of security of the state" against subversion and terrorism. While the Popular Alliance is not against the pact, its leader reflects to the great extent the conservative thinking of the military hierarchy.

The Popular Alliance is facing serious internal difficulties. At the moment, brought to a head by the pact, are the relations between Manuel Fraga and Senator Praga's cordial relations with Senator Santiago Carrillo, the Communist leader. Senator Praga has agreed to present Senator Carrillo tonight at the exclusive Communist Club of Madrid. The Communist will be speaking on European

This will probably result in one of the alliance's main parties, the Spanish National Union, breaking away. In a statement today Aguirre said: "We are leaving Arello, the union's vice-president, said: 'The presentation of Carrillo by the secretary-general of the Popular Alliance is the final straw which has broken the partnership, owing to his indignation many Spaniards.'"

Señor Fraga has recently shown himself anxious to improve on the Francoist image of the Popular Alliance and in speeches now refers to it as being "centre right" and "moderate." Carrillo in the XXI Club is seen as an attempt to gain a more democratic reputation. Many of the club's best known right-wing members have resigned over the last year.

Señor Carrillo is a Basque, a student of the University of Madrid, and a nephew of the late Fernando de la Mota, the leader of the Spanish National Union.

From Ian Murray
Paris, Oct. 27

According to the sun, Paris is the place to be for business men behind London. This was pointed out by British delegates at a two-day cross-channel seminar organized here jointly by the British Chamber of Commerce in France and the Chambre de Commerce Française de Grande-Bretagne, which ends tomorrow.

The discussion had turned to the problem, businessmen had to face, because the time difference between the two countries, thanks to switching back and forth to summer time on

different dates, changed more than four times in a year.

Mr. David Royce, from the Department of Agriculture, said that some of those rare Englishmen who speak French in a way that even the French could understand, explained that although it was possible to synchronize watches to GMT it was impossible to do the same thing with sundials. If he struck about with him, he said, the Scottish road gritters would have to get up in winter before the roads had begun to thaw. And as for the cows, there was no way of explaining to a cow's udder that the time had changed.

The seminar chairman, a former French transport minister, said there were two problems: those Frenchmen who spoke so well that the English do not laugh at him, read out last month's statement from the European Commission saying that everyone was agreed that they were prepared to change back and forth to summer time on the same date each year—April 1 and October 14—provided the United Kingdom will accept it.

It was not really quite like that, said Mr. Royce. Certainly the British Government was required to have such a change debated in Parliament. But the French had no legislation to do it, the Danish wanted to know what the Germans were going to do, and the Italians would only do it if the Swiss



From Patricia Clough
Bonn, Oct 27

Forty people were detained in Stuttgart tonight after the funeral of the three Baader-Meinhof terrorists who committed suicide in jail last week. A trouble broke out when police tried to check the identities of more than 500 people who had attended. A passing car was damaged, there were scuffles and attempts to throw bricks at the police.

About 300 participants formed a procession and tempers flared as they were taken up against fresh identity checks. Finally a hard core of about 100 clashed with the police as they marched towards a department store and police station in the city center. Six policemen were slightly injured.

It was the first violence in West Germany since the suicides, although there have been many demonstrations and attacks on West German pro-

Mr Jenkins

The Channel

and the Austrians did it; and everybody knew they could not be relied on.

The time difference between the two countries was cited by Mr E. A. G. Balfour, President of the British Chamber in France, as a root cause of misunderstanding and possibly indignation. He said that many times they had been summoned from his canteen meal to answer a phone call with a mouthful of choucroute.

M Billecou was sufficiently impressed with the urgency of the problem to promise to take the matter up at a higher level.

Telephone calls between the two countries were also cut off. The criticism was, most British delegates agreed, inherent in the French system. Dialed calls were not so bad, but when it came to obtaining a line through an operator things were impossible. There was hollow laughter when they heard that the international telephone standard for delay before an operator picked up a call was 10 seconds. And there were other delays.

Why, one Frenchman asked, did his company have to wait 10 months to get a telephone line installed in France, when it could get one in 15 days in England. The French telephone spokesmen had been telling him that they were not there to answer the criticisms.

The French postal service spokesman, M. Le Saux, was not delayed and he claimed that most of the mail between the two countries was there on time. His opposite number in the British Post Office, Mr. C. Briscoe, agreed with him. The trouble was that they had to rely on all the intermediaries through which mail and seacon and customs men.

Mr. Balfour was less convinced. Mail was certainly not delivered the next day, he said, and he found many supporters with horror stories of up to 10 days wait for a simple letter.

It was not like that 25 years ago, Mr. Balfour said, and M. Billecou promised to take that up, too.

From Our Correspondent
Copenhagen, Oct 27

An opinion poll published in Denmark today showed a majority in favour of Danish membership of the EEC.

The Observa Poll, published in *Jyllands-Posten*, said that 52 per cent of those asked were in favour of the EEC and 48 per cent against. The majority was particularly marked among men aged over 50 and women over 30.

The poll predicted a turn-out of about 70 per cent in next year's election to the European Parliament. Of those supporting the EEC, 58 per cent said they would vote in the election. For the opponents the figure was 58 per cent.

Four security men die
Herten, West Germany, Oct. 27.—Four security men died and two others were reported missing while trying to save a miner after a fire broke out today in a Ruhr mine.—Agence France-Presse.

France gets a
From Our Own Correspondent
Paris, Oct. 27
France can boast at last a museum of the Renaissance which does justice to the wealth and variety of its national collections. It was inaugurated today by President Giscard d'Estaing in the Chateau d'Ecouen, 15 miles north of Paris.
The chateau, a magnificent edifice in the Italian renaissance style, was built between 1538 and 1550 by the Constable, the Duc de Montmorency, one of the leading personalities of the time, a patron of the arts and a prolific collector.
Ecouen, which was ransacked during the French Revolution, and converted in turn into a patriots' club, a prison and a military hospital, became by decision of Napoleon in 1806 a museum for the officers and members of the Legion of Honour killed in battle.
He decided it was the most suitable place to house the

From Michael Hornsby
Brussels, Oct 27

EEC transport ministers decided in Luxembourg today to introduce new regulations governing the working conditions of lorry and bus drivers from January 1, 1978. At the same time, they agreed to allow both Britain and Ireland a grace period of three years during which to bring existing national rules into line by stages.

The agreement was made possible by the lifting of French objections to the granting of this exemption to the British and the Irish. The French had previously argued that to permit it would amount to extending

These two countries' transitional period of Community membership, which expires at the end of this year.

The outcome of today's meeting was hailed as a "triumph" by Mr William Rodgers, Britain's Minister of Transport. Without the agreement both Britain and Ireland could have

Renaissance

Renaissance collection of the Musée de Cluny, including some furniture, sculpture and arm objects which had originally been in Ecouen. This collection is to be withdrawn and put in store because there was no room to exhibit it at Cluny after the war.

Its most precious item is the 230ft long Tapestry of David woven in Brussels in the sixteenth century, relating the loves of David and Bathsheba. Only at Ecouen was there sufficient wall space to display it.

As the chateau had become too large for the school's purposes it was leased to the State for 99 years in 1962. Restoration of the state apartments on the first floor began five years ago.

Ecouen is a vast building surrounded by decorative groves on a spur dominating the plain of the Ile de France. The architecture is rather austere and all the decoration is confined to the dormer windows and the chimneys which are

From Ian Murray
Paris, Oct 27

M Georges Marchais, the French Communist leader, has failed in his attempt to clear his name in court of the slur of having worked voluntarily for Nazi Germany during the war.

After a long legal battle dating back to the publication in two right-wing newspapers in 1973 of documents purporting to prove his collaboration, Marchais was told today that if he did not plead guilty, there would be no case against the publishers.

A court ruled that although there had been alterations made to the photocopies of the documents, they did not alter the truth of the documents' substance. The publishers, including Louis Fischer, Louis Sadler and M. Jean Boizot of *Minut*, were acquitted of using forged administrative documents.

By finding a nice legal point in the court failed to rule on whether M Marchais really had gone to work in Germany, or whether he was simply forced to do so. He had replied as he told the court, at a earlier hearing of how he went to Germany but he did not deny that this happened before a judge was asked to grant him a licence to refuse to go.

He said that on the morning of December 12, 1942, he and 30 other workers at an aeronautics factory in Stievers were taken up and sent to the company, had designated them to work in Germany. He said they were warned that if they refused to go their families would be imprisoned.

At the earlier hearing in Marchais admitted that the justice of my country, solemnly swear that I never went voluntarily to work in Germany. I was a deportee. The publication is a shameful defamation and a politically motivated attack. He said, in attention had been, said, use the publication to claim it Communist Party and house as its secretary.

Today's judicial ruling in my way resolves the basic issue of Marchais' identity before the work in Germany before the law was passed making it compulsory on demand. He right-wing accusers will continue to claim that he did voluntarily. His supporters will claim that he was not voluntarily, as he does, time pointing to the fact that he escaped from Germany after five months and was in

Continued from page 1.

It would be more realistic, Mr Jenkins maintained, to see the Community as a part of the process of recovering the substance of sovereign power "whereas" "at present we tend to cling to its shadow." Moreover, the monetary domain in Europe was one of "the major flaws in the international system as in the functioning of our small to medium-sized states."

It was also wrong, Mr Jenkins said to exaggerate the degree of centralization necessarily involved in functioning in the Community. He suggested that the Community's model should be "a highly decentralized type of

monetary union in which the public procurement of goods and services is primarily in national, regional or other hands".

"If the public finance function of such a community would be stripped down to a few high-powered types of financial transfer, fulfilling specific tasks in sectors of particular social concern and assuring the flow of resources necessary to sustain monetary union", Mr Jenkins said.

The similarity of existing national structures on such items as social and welfare services meant that there was "no need to contemplate developing Community expenditure of this kind", Mr Jenkins maintained. The eventual arrangement would be

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Ecouen is a vast building surrounded by decorative groves on a spur dominating the plain of the Ile de France. The architecture is rather austere and all the decoration is confined to the dormer windows and the chimneys which are

The new regulations also provide for longer rest periods. In addition, the existing regulation that the alternating driver must carry a second driver for journeys of more than 2 miles would be abolished. These vehicles were fitted with

tachographs, the "spy-in-the-cab".

Mr Rodgers made clear, however, that in his view today's agreement had no bearing on Britain's related legal dispute with the European Commission over the installation of tachographs in the cabs of new lorries.

museum

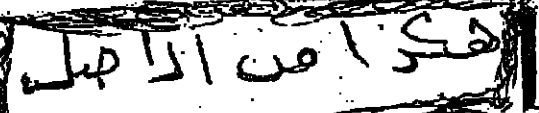
richly ornamented and sculptured.

The first phase of restoration includes almost the whole of the first floor, where the King's apartments in the south-west corner. Altogether nine rooms are open to the public from the end of the week.

In the second phase due completion in 1931, a total of 35 rooms and the chapel built by Jean Goujon will be restored.

The most striking features of the interior decoration at Escouen are the 12 painted mantel-pieces. A collection of masterpieces in the world, they are the work of Italian artists of the Fontainebleau school of sixteenth century.

The formal seventeenth-century gardens are being gradually replanted, and drives in the magnificent acre park, and 250-acre for adjoining have been reserved. These are also open to the public.



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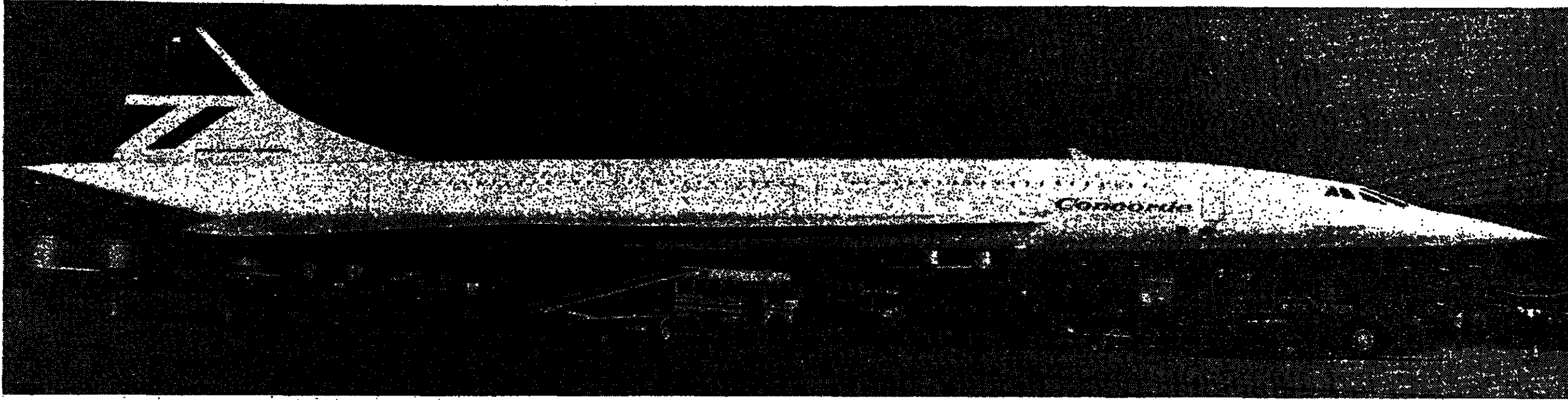
British airways ANNOUNCE

Friday, October 28, 1977



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Concorde on the ground at Kennedy Airport after its first flight to New York.

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DIRECT services are operated by British Airways to seven cities in the United States apart from New York and Washington - and there are also special connections available with US domestic airlines to speed passengers to other centres.

The seven cities are Anchorage, Boston, Chicago, Detroit, Los Angeles, Miami and Philadelphia. In addition, the airline has services to New York from Manchester and Glasgow.

Houston is one of the important offshore points to which British Airways can speed business travellers, through their arrangements with US airlines.

By flying on the supersonic Concorde to Washington and then linking up with an Eastern Airlines service, passengers can be in the Texas oil capital two-and-a-half hours faster than on a direct subsonic flight.

Other Link-Ups offer quick services from London to Houston via Miami, using Continental; to New Orleans via Washington, using Eastern; to Tampa via Miami, using Eastern; to Dallas/Fort Worth via Chicago, using Braniff; to San Francisco via Chicago, using United; and to Atlanta via Boston, using Delta.

Quick

Among the advantages of using the British Airways' Link-Up services into the United States are:

Speedy connection times, baggage checked through to your destination, accelerated Customs clearance, and British Airways' staff on hand to assist in the transfer from one aircraft to another.

Coming east, the American airlines are able to allocate passengers specific seats on the British Airways' jets which they are to join.

By using the British Airways service to Chicago, passengers can obtain quick onward connections to such points as Denver, Kansas City, Minneapolis/St Paul, Portland, Salt Lake City, San Diego, Seattle and Tulsa.

Cartoon by Ross



Twelve ways to Araby

TWELVE POINTS in the Arab world are now served by British Airways, and this gives business travellers a better spread of services out of Britain than any other airline.

Highlights of British Airways' extensive services to the Middle East include:

- TriStar to seven points in the Gulf.
- A daily TriStar at 0905 to Abu Dhabi and Dhahran.
- An increase of services to Beirut this winter to three each week.
- A daily non-stop VC10 service to Jeddah.

IRAN: There are also twice-daily VC10 services to Tehran.

CONCORDE is continuing to change the world of air travel.

Now British Airways is launching new supersonic services to New York and Singapore to join those already operating to Washington and Bahrain.

Concorde will start flying to New York on November 22.

The supersonic airliners, which fly at speeds of up to 1,350 miles an hour, will take only three and a half hours from take-off to landing to cross the Atlantic. This is about half the time taken by subsonic jets.

New York

Initially, there will be two Concorde services each week

between London and New York, but frequency will be increased to four a week in December and six a week in February.

In local timings, Concorde will arrive in New York earlier than it leaves London. The aircraft will leave on Tuesdays and Sundays at 1115 and arrive at Kennedy Airport at 1000.

Return flights from New York on Wednesdays and Mondays will leave at 1215, arriving at Heathrow at 2100.

By December, the New York service will have been stepped up with departures on Tuesdays, Wednesdays, Fridays and Sundays, returning from New York on Wed-

nesdays, Thursdays, Saturdays and Mondays.

British Airways' Concorde to Washington will operate daily until November 21, and then on five days a week - Mondays, Wednesdays, Thursdays, Fridays and Saturdays - at 1300, arriving at 1210.

They return on Sundays, Tuesdays, Thursdays, Fridays and Saturdays, leaving Washington at 1230 and arriving at Heathrow at 2140.

Singapore

The service to Singapore will begin in December and will be operated in conjunction with Singapore Air-

lines as an extension of the Bahrain service which was started in January last year.

It will reduce the time between London and Singapore by five hours and 20 minutes. With only one stop at Bahrain, Concorde is scheduled to fly between the two cities in nine hours and 30 minutes.

To Singapore, the joint British Airways/Singapore Airlines services will leave London three times each week, on Sundays, Wednesdays and Fridays at 1300, arriving at Singapore at 0600 the next day.

The return flights from Singapore will be on Mondays, Thursdays and Saturdays leaving at 1130 and arriving in London at 1315.

These Concorde journeys will be completed in nine

hours, 15 minutes, slicing six hours and 10 minutes off the fastest subsonic time of 15 hours and 25 minutes.

Arrival times of the Concorde flights will make it easier for business travellers to obtain same-day connections to many other destinations in the Far East.

By using Concorde, there could be a saving of seven hours 45 minutes to Jakarta, six hours 15 minutes to Manila and five hours 20 minutes to Kuala Lumpur.

Passengers will gain all the other advantages of travelling Concorde - including special check-in and lounge facilities at Heathrow, and a more comfortable flight, due to the almost complete lack of turbulence at 60,000 feet, Concorde's normal cruising height.

Japan over the Pole

WIDE-BODIED British Airways Boeing 747 jumbo jets will fly over the North Pole to Japan from London three times each week this winter.

The services leave London airport at 1255 on Mondays, Wednesdays and Fridays and, after only one stop at Anchorage, Alaska, touch down at Tokyo at 1500 the following afternoon local time.

On Tuesdays and Saturdays, faster 707 aircraft leave Heathrow for Japan at 1035. After calling at Moscow, they arrive at Tokyo at 0955.

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WHY NOT CUT THIS OUT AND KEEP IT?

Fly to the beauty of Kilimanjaro

THE first flights from Europe into Kilimanjaro are to be inaugurated by British Airways from November 5.

At the same time, the airline will step up its existing services to other East African destinations.

The Kilimanjaro service will be operated once each week by a VC10 airliner.

The airport, in the north-east of Tanzania, serves an area famous for its wealth of

wildlife and scenery and will make an excellent jumping-off place for unusual holidays.

In the area are the Serengeti, the Lake Manyara and the Tarangire national parks and the Ngorongoro Crater.

Connecting services are operated from Kilimanjaro by Air Tanzania to Mwanza, on the shores of Lake Victoria, and to Ganga, on the

Indian Ocean coast.

British Airways' services from London to Dar es Salaam are being increased from two to three each week and to Khartoum from four to five each week.

One of the Khartoum services - on Saturday - continues on to Addis Ababa. VC10s and Boeing 707s are used on these routes.

There is also a daily 747 service to Nairobi.

OVERSEAS

EEC asks Pretoria to rescind latest restrictions on blacks

From Nicholas Ashford, Johannesburg, Oct. 27.

The nine members of the European Economic Community have called upon the South African Government to cancel last week's ban on the entry of black leaders and to allow them to enter the country for consultation with the country's black leaders.

The appeal was made in a note presented to Mr. R. F. Botha, the Foreign Minister, by Mr. A. Domus, the Belgian Ambassador, who is the senior EEC envoy in South Africa. Mr. Domus left for Brussels today to convey Mr. Botha's response to the president of the EEC's Council of Ministers.

Although the text of the note has not been released, it is understood to express the EEC's disappointment and astonishment at last week's ban on the entry of black leaders, closure of three newspapers and detention of scores of black leaders and news leaders. It expressed strong concern for the direction that events have taken and emphasized the need for a peaceful evolution towards the granting of full rights to all of South Africa's inhabitants.

The note said that it was not the intention of the EEC to meddle in South Africa's internal affairs. However, Mr. Botha's reply is believed to contain a firm "manifesto" on South Africa's attitude to foreign pressure.

The EEC's move is a further indication of the strong reaction which last week's events have provoked in Western capitals. Three countries—the United States, West Germany and The Netherlands—have withdrawn their ambassadors or consultations and South Africa was today bracing itself for an announcement by President Carter of a change in American policy.

In an attempt to fill the gap

left by *The World* newspaper, which was banned last week, its publisher, the Argus company, today announced its intention to expand its weekly newspaper *The Post* to meet the needs of black readers. Mr. Percy Obozo, editor of *The World*, was detained shortly after the paper was closed.

At present *The Post* circulates mainly among Coloured and Asian readers in Natal. However, it is planned to print it in Johannesburg, initially two or three times a week and possibly on a daily basis later. Most of *The World* staff will be given jobs on the expanded *Post*.

At a brief hearing before the chief magistrate in Pretoria today it was formally decided that an inquest into the death of Mr. Steve Biko, the Black Consciousness leader, should begin on November 14. The hearing took place a day earlier than had been anticipated. The matter is now sub judice.

Meanwhile in Bloemfontein the case against Mrs. Winnie Mandela, wife of the imprisoned black nationalist leader Mr. Nelson Mandela, was adjourned until next January 17. Mrs. Mandela is charged with breaking a banning order restricting her to the town of Vanderbijlpark.

Youths arrested: Police arrested 14 African youths after they set fire to a school building and stoned passing cars in a black township near Bloemfontein. The youths were calling for an end to the Bantu education system. Earlier five black youths were arrested at Garankuwa, near Pretoria.—UPI.

Soldiers jailed: Four white South African soldiers were jailed for 20 months today after a court martial at Port Elizabeth found them guilty of raping a pregnant African woman in Botswana.—Reuters.

Anniversary flight to circle the world in 48 hours

by Arthur Reed, Correspondent

Pan American World Airways marking its fiftieth anniversary today with a remarkable flight around the world, crossing both poles in 48 hours and 40 minutes.

The flight will be made by a Boeing 747SP (special performance) carrying 150 passengers, each of whom has paid either \$3,333 (about \$500 for a first-class seat or \$222 for a seat in the economy cabin).

The signal for it to leave in Francisco today will be sent from Key West, Florida, where the first Pan American service began on October 28, 1927. It was flown by a Fokker F-7 motor airliner which carried 20 passengers and flew just over an hour.

Today's flight will circumnavigate the globe on a track stretching 26,642 miles in four "hops".

From San Francisco the 747 will fly non-stop to London, a distance of 6,358 miles crossing the North Pole.

From London it will fly non-stop to Cape Town, 6,153 miles. From there it will embark on the longest leg, crossing the South Pole to Auckland without stopping, a distance of 7,522 miles.

From Auckland it will fly direct to San Francisco, 6,608 miles. Seats on the flight were sold out several weeks ago, and there is a long waiting list. Fifteen senior pilots and flight engineers will take turns on the flight deck, led by Mr. V. Her Mulliken, vice-president and chief pilot of Pan Am.

Inquiry ordered into failed Bangladesh coup

Dacca, Oct. 27.—The Bangladesh Government has appointed a judges to investigate the abortive October 2 coup against the late Sheikh Mujibur Rahman's military Government.

Mr. Justice A. F. M. Ahsanullah Choudhury and Mr. Justice T. M. Masud, will also investigate a mutiny in Bogra, the north, two days earlier. The attempted coup took place while the Bangladesh authorities were negotiating with the hijackers of a Japanese liner at Dacca airport.

Eleven Air Force officers and Army personnel were killed in the fighting, it was officially announced. The Government set military tribunals, and has far executed 37 Army and Air Force men for their part in the unsuccessful coup.

Alleged drug dealer flees from Bangkok hospital

From Our Correspondent, Bangkok, Oct. 27.

Mr. Lao Su, a Chinese Thai, is believed to be one of the biggest drug dealers in Asia, has fled from the detention of Bangkok central hospital, only a week before a government decision on whether he should be executed.

He is now reported to be in his hideout in the expanding area of northern Thailand.

Mr. Lao was one of 12 men arrested earlier this year by Mr. Ter Wolff, a United States congressman, as large-scale drug traffickers. He said that Mr. Lao was one of the men responsible for sending drugs from Thailand to Europe and the United States.

He was arrested with another

Another famine feared by Sahel countries

Niamey, Niger, Oct. 27.—Ministers from eight of Africa's Sahel zone countries today launched an urgent appeal to the world community for 500,000 tonnes of cereals to ward off a new threat of famine.

They said the four Sahel countries bordering the Atlantic—Senegal, Cape Verde, the Gambia and Mauritania—would need 50,000 tonnes of cereals by January and a total of 500,000 tonnes before the next rainfall is due.

A situation as bad as the worst years of the last drought, which occurred between 1968 and 1974, could be expected for the rest of this year all along the Sahel coast, the Ministers said.—Agence France-Presse.

Wedding party involved in Philippines clash

Manila, Oct. 27.—Scores of men, including a wedding party, were caught in the cross-fire between government forces and Muslim rebels yesterday on Mindanao, near Zamboanga in the southern Philippines. Unsubstantiated radio broadcasts that at least 11 people had been killed and 22 wounded, a battle, which had begun on the beach, spilled into the town. Military authorities acknowledged that there were civilian casualties but gave no figures.

They said that troops had engaged the rebel force on a beach and the insurgents mingled with residents after retreating into the town where fighting continued.

The father of a girl of eight who was seriously injured in the shooting, disputed the military's explanation. He said that the civilians were members of a Muslim wedding party, attacked by military aircraft and Navy patrol boats.—UPI and AP.

Unloved by the world, Transkei marks a first year of mixed achievement
Apartheid's first child slow to come of age

From Our Own Correspondent, Johannesburg, Oct. 27.

Unwanted and unloved by the world at large, Transkei had its first anniversary this week.

It was an event that went largely unnoticed by the outside world, even by South Africa, which is the only friend of the Khos-speaking "homeland" that was hived off from the white republic a year ago as the first step in the Pretoria Government's policy of separate development.

The hopes of Chief Kaiser Matanzima, Transkei's Prime Minister, that his fledgling state would gain international recognition once it had shown itself truly independent have not been fulfilled. Only Transkei's postage stamps have achieved recognition from the international philatelic community.

Chief Matanzima may well feel angry and perplexed at

the world's refusal to accept his nation's independent status. Its performance during its first year has not been at all bad.

The economy has grown, although it remains heavily dependent on direct aid from South Africa and the money sent by Transkeians working there. Since April last year, 15 new industries worth more than £10m have been set up. Umata, the capital, has taken on the appearance of a boom town dominated by a large new administration block and other new buildings.

Politically, Transkei has given the appearance of stability. However, this has been achieved by the suppression of the tiny opposition Democratic Party.

At a social level, many of the former racial barriers have been removed and much of the original South African racial legislation repealed.

Chief Matanzima has con-

gratulated Transkei's whites on their quick adaptation to a non-racial society. But one hospital and two schools remain exclusively white—a fact resented by many blacks.

None of this, however, has made any impact on international opinion. Despite criticism of South Africa's racial policies by Chief Matanzima and other leaders, Transkei remains in the world's eye as apartheid's first child, and world opinion has hardened against apartheid and its Bantustan offspring during the 12 months since Transkei's independence.

Chief Matanzima has not helped Transkei's case by many of his actions during the past year. He has, for example, replaced South Africa's notorious security laws with new ones that are even tougher.

Chief Matanzima's hostility towards the Black Conscious-

ness movement in Transkei has also undermined his claim to be the champion of the black man in southern Africa.

But the action that more than any other has prevented Chief Matanzima's Government from gaining foreign recognition was its acceptance of the Status of Transkei Act and its subsequent endorsement of the Republic of Transkei Act.

The Acts in effect took away South African citizenship from those of black Transkei descent living in South Africa.

The Transkei Government has argued that its citizens living in South Africa would be given the same status as any other foreigners there. But this has not been the case.

Chief Matanzima has said that his nation was prepared to wait years if necessary before achieving United Nations recognition. All the signs are that he is going to have to wait a very long time.

Mr Fraser gives reasons for his election day choice

From Douglas Aiton, Melbourne, Oct. 27.

Mr Fraser, the Australian Prime Minister, put an end today to months of speculation by announcing to Parliament that there would be a general election on December 10.

He had consulted Sir John Kerr, the Governor General, last night and recommended that the House of Representatives should be dissolved on November 10.

It will be the seventh federal election in 10 years. The House of Representatives' mandate would have expired on February 16, 1979.

Mr Fraser gave the following reasons for the early election: a precedent was set in 1955 by Sir William Slim, who was then Governor General and dissolved the House of Representatives 18 months ahead of time to bring House and Senate elections together (there will be an election for half the Senate seats also on December 10);

62 per cent had voted for simultaneous elections to both Houses in the May referendum; and finally an early election would provide an opportunity to end "speculation and the resulting uncertainty".

Mr Fraser's announcement did not come as a surprise. It is believed that the real reason for the election is that Mr Fraser feels that December is the best time to secure another majority. He and his Cabinet might also fear a further deterioration of the economy

next year and an increase in unemployment. They may prefer to go to the electorate while Mr Gough Whitlam is still leader of the Opposition.

Mr Whitlam told Parliament after the announcement: "At last the farce has ended. Since August when the Prime Minister said he might spring an election, the Australian economy and the Australian political system have been needlessly subjected to the stress and uncertainty deliberately created by the Prime Minister."

Washington optimistic on new Salt agreement

From Our Own Correspondent, Washington, Oct. 27.

President Carter said today there was "fairly good prospect" of reaching an outline agreement on new strategic limitations with the Soviet Union within the next few weeks.

In his most revealing comments to date about recent progress in the so-called Salt talks, he told a press conference here that there was now general agreement between his Administration and Moscow that the existing ceiling on strategic arms deployment should be lower than those agreed at Vladivostok. Both sides were also close to agreement on the number of land-based multiple missiles (MIRVs) that would be permitted under a new Salt pact, he said.

After "a demonstration of real progress" within a few weeks, details of a new agreement would take longer to work out, he predicted.

A new Salt agreement between the two superpowers should have been reached by the beginning of this month when earlier arrangements expired. But, when it proved impossible to meet this deadline, the Americans and the Russians agreed informally to respect the existing status quo.

Negotiations between the two sides are continuing in Geneva with renewed enthusiasm after two meetings here between Mr Carter and Mr. Andre Gromyko, the Soviet Foreign Minister.

In brief

British soldiers held in Cyprus

Nicosia, Oct. 27.—Ten British soldiers were held for six hours last night by the Turkish military authorities after straying into Turkish-controlled waters in two motor boats.

The soldiers, all members of the Scots Guards, were being questioned today by British military police about the incident.

M Barre in Hungary

Budapest, Oct. 27.—M. Barre, the French Prime Minister, arrived here today on a three-day visit to Hungary aimed at improving trade between the two countries.

Police protest

Hongkong, Oct. 27.—More than 4,000 policemen met tonight in protest against what they called persecution by the Hongkong Commission Against Corruption. Several police officers under investigation addressed the meeting.

Jakarta round-up

Jakarta, Oct. 27.—The Indonesian army forces have smashed an attempt by the banned Indonesian Communist Party to stage a comeback. An army spokesman said today. More than 200 party members have been arrested this year.

Czech-Vatican dialogue

Prague, Oct. 27.—Negotiations have resumed discreetly here between the Holy See and the Czechoslovak Government on greater freedom for the Roman Catholic church in Czechoslovakia, diplomatic sources said.

HAVE YOU EVER THOUGHT WHAT A FEW YEARS SINCE A BADLY LIT OFFICE CAN DO TO YOU?

Working under poor lighting conditions isn't good for anybody. The trouble is most people don't see the problem. They struggle on complaining of headaches and work load but not the lighting. And as they get older the problem gets worse. Trying to distinguish a 'c' from an 'e' on a carbon

copy could drive them to the optician. Better lighting can improve their performance and save money. For instance, by lighting for the task you concentrate the light on the working areas where it does most good. Lighting systems like this are not as expensive as you might think to operate.

They work out at about 1% of your salary bill. Your Electricity Board can provide information about modern lighting systems, and there's no reason why anybody from an architect to a one-man business shouldn't feel free to seek their guidance. If you'd like more light thrown on the subject, contact your Electricity Board.

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SPORT

Racing

Boldboy entitled to pride of place

By Michael Seely

Boldboy has been the only horse seriously backed to capture tomorrow's Vernon Sprint Cup, Haydock Park's richest race, and the final pattern event of this season in this country. Major Dick Hern has had his eye on this £20,000 prize ever since this record stakes-earning gelding won the Challenge Stakes at the Houghenden Meeting, Lady Becherbrook, however, considered that her amazing seven-year-old had already done enough this season, with four important victories to his credit, and wanted to rest him until next year. But on Monday, when he had a change of heart, because of her trainer's reports of Boldboy's continued well being.

After being laid to lose a total of £24,000 by Joe Coral and the tote yesterday, Boldboy is now 11 to 8, with both firms. On all known form, he is entitled to his position in the market. But the formbook tends to be turned upside down at this stage of the season, and until the draw and underfoot conditions are known, the present odds are far too short.

Coral's are also being turned upside down at this stage of the season, and until the draw and underfoot conditions are known, the present odds are far too short.

Coral's are also being turned upside down at this stage of the season, and until the draw and underfoot conditions are known, the present odds are far too short.

Watts at York last time out. Spanish issue has been running consistently well for Peter Cornwell. Douglas Smith's Wellie, a miniature, narrowly defeated by Maggydamus at Catterick Ridge last time out, is leniently treated but I still side with Wellie. The Staffordshire trainer, Reg Hollinshead has been running recently. There has been a steady stream of well-backed winners from his stable in the past few weeks. Nice Value can continue the sequence by repeating last week's Doncaster victory in the Claude Harrison Memorial Trophy Handicap. Offa's Mead and Salsama, first and second in a similar race at Newbury last week, seem to be the main dangers. If the front running Offa's Mead can be relied upon to repeat his Newbury form, he should win this from the favourite, No. 10 draw. But it is asking a great deal of an eight-year-old to defend his title, and the odds are long. Salsama, and Nice Value's waiting tactics may succeed again.

Another trainer in form, Christopher Thornton can continue on his winning way with Miss Eliza, who has started well in the Southport Handicap. The National Hunt trainer, Fred Rennie, who has just completed three wins on the flat with Piccadilly Line, can provide another success in that sphere by taking the Blackpool Maiden Stakes with his well-chased Badojos home at Doncaster last week.

Peterhof looks like being pipped

By Michael Phillips

Racing Correspondent

A year ago today Peterhof carried the Queen Mother's colours to victory at Sandown Park and this afternoon may be the turn of his younger half brother, Queen's College, to do likewise. Peterhof is a half brother to not only of Man but of Arch. They both excelled at steeplechasing—Man at the age of 42, to play against Australia. Peterhof is a half brother to not only of Man but of Arch. They both excelled at steeplechasing—Man at the age of 42, to play against Australia. Peterhof is a half brother to not only of Man but of Arch. They both excelled at steeplechasing—Man at the age of 42, to play against Australia.

Test cricket life begins again at 41 for Australia's captain

Simpson expected to succeed

From Douglas Alton

Melbourne, Oct. 27

In considering the appointment of Bobby Simpson as Australia's Test captain at the age of 41, it is difficult to remember that Jack Hobbs made more than half of his 61,237 runs after the age of 40. Then there was, of course, the recalling of Colin Cowdrey, at the age of 42, to play against Australia. Nevertheless, Simpson's appointment on October 17 as captain of the Australian team to play India, caused a frenzy of headlines and comment before most of us had time to consider that it was a wise move.

Simpson is a veteran of 52 Tests in which he made 4,131 runs at an average of 48.6. His last played for Australia when captain in the series against India in 1963, 1964, 1967 and 1968. Apart from being the seventh highest run scorer for Australia in Tests, he took 99 catches and 47 wickets at 38.95 runs each. He led New South Wales to their last Sheffield Shield victory during the 1965-66 season and when the Australian first class season opens on Saturday he will be captaining them again.

For the past few years Simpson has been playing grade cricket, one step below district cricket, with the Sydney club of Western Suburbs. He has also been running his own sports promotion business in Sydney. Simpson has been extremely active since his appointment to captaincy, and he has been in the Indian tour. He is not all that interested in talking about his own career, but clearly he is delighted to have been brought back as captain.

Something he will not comment on is the fact that he is just 11 years older than he was before. It is a difficult one. It's a completely untried product. I think he will do well. I think he will do well. I think he will do well.



Simpson in his hey-day: now he promises more runs

He describes the decision, nevertheless, as a difficult one and said he was most conscious of the reputation he had established in 32 Tests in which he captained Australia a record 29 times.

He says that as captain of both New South Wales and Australia he hopes to lead in the team to get back on top and win. Simpson said: "There has been pride in these teams but it has not been there enough. I am a fan of this year. I am about a stone higher and I think that's of my own doing. I have introduced special training programmes for the team and that has had a lot to do with it. I think I am more nervous than when I started batting against West Wall and Charlie Griffin."

Simpson said he will be playing several times over the next 10 years to play first class cricket again. I always said 'No' on the basis of my own health. I was in good health and had enough talent to stay on top. But the special conditions for an experienced player to be at the helm."

Haydock Park programme

(Television (BBC): 1.15, 1.45, 2.15 and 2.45 races)

1.15 SELLING STAKES (2-y-o: £980: 5f)

1	400300	Bredden (B), S. Nesbitt, 8-9	O. Gray
2	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
3	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
4	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
5	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
6	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
7	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
8	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
9	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
10	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray

1.45 BLACKBURN STAKES (2-y-o: £1,531: 1m 40yd)

1	320103	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.15 CLAUDE HARRISON HANDICAP (£1,721: 5f)

1	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	001000	Manuelin, P. Ashworth, 8-15	B. Taylor

Newmarket programme

1.30 AUTUMN HANDICAP (£1,274: 13m)

1	012451	Bell and Brumby, 8-11	R. Hinchinson
2	012451	Bell and Brumby, 8-11	R. Hinchinson
3	012451	Bell and Brumby, 8-11	R. Hinchinson
4	012451	Bell and Brumby, 8-11	R. Hinchinson
5	012451	Bell and Brumby, 8-11	R. Hinchinson
6	012451	Bell and Brumby, 8-11	R. Hinchinson
7	012451	Bell and Brumby, 8-11	R. Hinchinson
8	012451	Bell and Brumby, 8-11	R. Hinchinson
9	012451	Bell and Brumby, 8-11	R. Hinchinson
10	012451	Bell and Brumby, 8-11	R. Hinchinson

2.00 NOVEMBER HANDICAP (£720: 6f)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.30 ROYSTON CLAIMING STAKES (3-y-o: £1,000: 1m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

3.0 ZETLAND STAKES (2-y-o: £2,739: 11m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

3.30 WATERLOO HURDLE (Div 1: Novices: £728: 2m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

3.0 AMPCO HURDLE (Handicap: £1,811: 2m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

3.30 WATERLOO HURDLE (Div 1: Novices: £721: 2m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.0 SUPER TOPPER UNION STEEPLECHASE (Handicap: £1,998: 3m 18yd)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.30 OCTOBER STEEPLECHASE (Novices: £658: 2m 18yd)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

Haydock Park selections

By Our Racing Staff

1.15 SELLING STAKES (2-y-o: £980: 5f)

1	400300	Bredden (B), S. Nesbitt, 8-9	O. Gray
2	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
3	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
4	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
5	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
6	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
7	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
8	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
9	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray
10	000000	Reuben (B), S. Nesbitt, 8-9	O. Gray

1.45 BLACKBURN STAKES (2-y-o: £1,531: 1m 40yd)

1	320103	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.15 CLAUDE HARRISON HANDICAP (£1,721: 5f)

1	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	001000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	001000	Manuelin, P. Ashworth, 8-15	B. Taylor

Newmarket selections

1.30 AUTUMN HANDICAP (£1,274: 13m)

1	012451	Bell and Brumby, 8-11	R. Hinchinson
2	012451	Bell and Brumby, 8-11	R. Hinchinson
3	012451	Bell and Brumby, 8-11	R. Hinchinson
4	012451	Bell and Brumby, 8-11	R. Hinchinson
5	012451	Bell and Brumby, 8-11	R. Hinchinson
6	012451	Bell and Brumby, 8-11	R. Hinchinson
7	012451	Bell and Brumby, 8-11	R. Hinchinson
8	012451	Bell and Brumby, 8-11	R. Hinchinson
9	012451	Bell and Brumby, 8-11	R. Hinchinson
10	012451	Bell and Brumby, 8-11	R. Hinchinson

2.00 NOVEMBER HANDICAP (£720: 6f)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

2.30 ROYSTON CLAIMING STAKES (3-y-o: £1,000: 1m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
6	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
7	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

3.0 ZETLAND STAKES (2-y-o: £2,739: 11m)

1	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
2	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
3	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
4	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
5	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
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8	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
9	000000	Manuelin, P. Ashworth, 8-15	B. Taylor
10	000000	Manuelin, P. Ashworth, 8-15	B. Taylor

One doesn't have to be successful to have style.



But it helps.

The world of fine luxury cars has produced many brilliant examples. At BMW we felt it would be unnecessary and prohibitively expensive to create a car with even more luxury than the best available at the moment.

The concept design basis of the BMW 7 Series was not, therefore, to produce simply another exceptionally comfortable car, but one with a dynamic and refined performance.

Luxury

The first impression one has when looking at one of the 7 Series is a car of exceptional yet quiet beauty, of disciplined power and of engineering and coachwork of the very highest quality.

Sit in the car and one immediately has the feeling of absolute comfort and excessive spaciousness especially in the back. The seats are anatomically designed for both comfort and support. The driver's adjusts for reach, angle and height.

Heating and ventilation is very sophisticated and can be finely set. Pneumatically controlled, warm and cold air are pre-mixed and delivered in three controllable zones—face, body and feet. Air directed at the face is about 8% cooler than air to the feet; so the ideal of 'cool head warm feet' is achieved. In the 730 and 733i the rear passengers have their own independent heating and ventilation which they control themselves. Ventilation is also channelled into the front side windows for immediate demisting.

Quietness is now quite outstanding. Wind noise has been drastically cut by aerodynamic design and closer bodywork fit; and engine noise is even lower due to new sound damping.

In the areas where luxury cars excel—design, quality, comfort and quietness—the 7 Series has found new and better technological answers.

Performance

Most luxury cars are heavy and, whilst being fairly fast in a straight line, have neither good handling nor 'agility'. They are passive rather than dynamic cars. This is not the case with the 7 Series.

The chassis combines two apparently contradictory extremes—luxurious ride with exceptional handling. The new front suspension allows softer ride whilst giving better stability with less 'dive' and 'roll'. At the rear the race proven semi-trailing arm is used. All wheels independently and correctly align themselves for the best possible ride and hold on the road regardless of the surface or camber.

Once in the car one realises that the cockpit is totally driver orientated. Seat and steering can be adjusted to any driver for maximum comfort and ease of control. Considerable research has gone into the layout and has resulted in a 'wrap around' console. All dials are equi-distant from the driver's eye, all controls come immediately to hand.

As soon as one drives the car one understands the advantages of the BMW philosophy of making the driver the essential element of car design. Stress and difficult situations are reduced and the pleasure of being able to drive both courteously and as one pleases is very rewarding.

Safety

The core of the 7 Series 'passive safety' is the passenger compartment. This rigid cell with its integrated roll over bar, longitudinal and vertical supports remain intact on impact when the front or rear safety zones absorb energy. Inside the car, padded upholstery has been developed into a complete protective system. It operates at three different levels—face, shoulder and below window level with different forms of padding to give maximum protection.

In 'active safety' terms the driver is the essential element. So everything is designed, researched and developed to make his task simpler and more efficient.

The 7 Series incorporates many highly advanced, technological improvements to help prevent the worst happening. The most important being the new 'double pivot' front suspension. This gives exceptional directional stability—should one wheel hit slush, or a tyre burst, the car will remain on line.

This stability allows a new dual braking system—if there is a failure the car brakes on one front wheel and the opposite rear wheel which, with the new front suspension, eliminates slewing.

Driving Pleasure

The 7 Series combines performance and comfort in a way that no other cars have done before. A passenger has all the luxury, the smoothness of ride and the quietness to make any journey a pleasure. The driver has the effortless power and performance which encourages a new spirit of driving.

This, then, is the new BMW 7 Series range. Cars in the very highest luxury class with sophisticated, refined and powerful performance. A unique and exceptional choice amongst the world's greatest cars.

Performance glossary (Manual figures only. Source BMW)

728: 2.8 litres, 170 bhp, 0-60 in 10 secs, max 120 mph

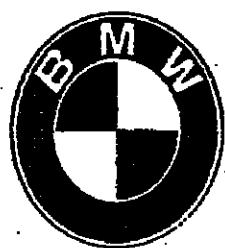
730: 3.0 litres, 184 bhp, 0-60 in 9.4 secs, max 125 mph

733i: 3.3 litres, 197 bhp, 0-60 in 8.9 secs, max 128 mph

Prices: 728: £8,950. 730: £10,540. 733i: £11,550.

All prices correct at time of going to press.

Leasing: In today's financial conditions, leasing a BMW can create substantial advantages. Your BMW dealer will be happy to put you in touch with expert advisors on leasing who can describe the schemes in detail.



The new BMW 7 Series. For the joy of motoring.

BMW Concessionaires GB Ltd, 991 Great West Road, Brentford, Middlesex. 01-568 9155. Export, NATO & Diplomatic: 56 Park Lane, London W1. 01-629 9277.

At Windscale, the amateurs shine in the battle of the legal giants

Mr Justice Parker, presiding as inspector over the Windscale inquiry into the building of a nuclear reprocessing plant, sees inevitable criticism ahead for the recommendations that will eventually emerge from his tribunal. Yet he seems to accept the situation with remarkable cheerfulness, which might be attributed to the fact that this marathon enters its final week on Monday.

The hearing has cost over £2m, and the 3,000,000 words of evidence will not be the end of the affair.

At least three journalists covering the proceedings have proposals in the in-trays of publishers for a book to follow quickly on the final report. At least one major television documentary of 75 minutes duration is in preparation with actors playing the roles of presiding judge and the main QCs and others represented.

Academics from Britain and the United States have also moved in to make their own survey of the adequacy of this forum for reaching decisions of such immense national and international importance.

One thing is certain: there are few occasions in which such concentration of high-powered advocates has enjoyed debate. By any standard, the case is impressive. Lord Silsoe, QC, and Mr Ian Glidewell, QC, representing British Nuclear Fuels and Cumbria County Council respectively, lead for the applicants. On the opposition benches are Mr Raymond Kidwell, QC, for Friends of the Earth, Sir George Dobry, QC, for the Isle of Man, Mr David Widdicombe, QC, for the Windscale appeal, Sir Frank Layfield, QC, for the Town and Country Planning Association.

An elaborate case...

Even at their best they have not outdone some of the lay advocates, such as Dr Brian Wynne, for Network for Nuclear Concern, Mr Peter Taylor, for the Political Ecology research group, and the anti-nuclear campaigner Mr John Tyme, here leading for the Society for Environment Improvement.

Final submissions started this week with the main opponents' objections for the building of the first of a new type of plant at Windscale known as Thorp (Thermal Oxide Reprocessing Plant) to take spent fuel from nuclear reactors in Japan and elsewhere. The purpose is to separate reusable uranium, plutonium and highly active waste products.

The objects have assembled an immensely elaborate and multifaceted case against the project. Friends of the Earth's argument calling for a deferment of 10 years on decision, turns on technical and economic issues to demonstrate that a gamut of risks from the spread of nuclear weapons material to devastating contamination of the environment would best be averted by prohibiting this type of reprocessing.

The Isle of Man would prefer not to have such a close neighbour on the Cumbria coast discharging into the Irish Sea, and also argues that the site on

the perimeter of the lakes national park is an offensive use of land. At the very least, the Isle of Man would like the levels of radioactive waste discharge into the sea they share with west Cumbria to be reduced.

Among several bats worn by Mr David Widdicombe is one on behalf of justice, under which he has raised issues about the inevitable infringement on civil liberties from the stringent security measures that would be necessary if the nuclear energy industry is allowed to evolve along certain paths, making it a clear target for the terrorist.

The Town and Country Planning Association, with an incredible range of eminent and qualified witnesses on energy resources and planning matters, embraced the complex issues of radiobiology among its submissions. They questioned some accepted views about the risks to health from very tiny doses of radiation and the long term genetic hazard of radioactive materials.

No complaints about funds

Questions have already been raised in *The Times* and elsewhere about the suitability of a hearing established under local planning inquiry statutes for a public examination of such awesome issues. A general observation by Mr Kidwell in his final submission emphasized the need for a close scrutiny of this issue. He said Friends of the Earth "are not complaining either about lack of funds or lack of opportunity to present our case. The public responded well to our appeal for funds."

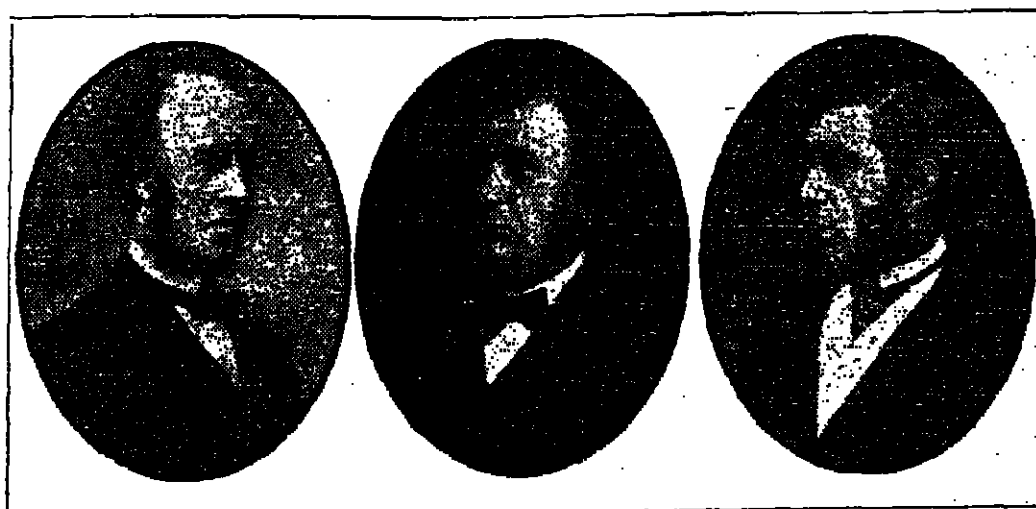
"We had to cut costs. We had to cut corners, and we did everything on the cheap, and we were assisted by our witnesses appearing without charge, but this time we have succeeded in raising the money. Whether we could ever do it again would depend on the renewed goodwill of the public. If we win we may, one hopes, never be called on to do it again. Sanity may prevail on nuclear policy, but in any further inquiry of this sort the danger that the opposition and the objection will not be fairly put must be faced on the basis of our experience where we have succeeded but narrowly succeeded in maintaining an almost continued presence at this inquiry."

Mr Kidwell believed that his moderate request for a 10-year deferment might appear, if accepted by the inquiry, as a course of weakness. He said that it would be a courageous decision against those who might say that to spend millions of pounds on a public inquiry that has produced millions of words of evidence and argument needed a more clear cut decision.

Mr Justice Parker said: "We are bound to be satisfied anyhow." That judicial "we" included his two assessors, Sir Frederick Warner and Sir Edward Pochin.

Pearce Wright
Science Editor.

Is history repeating itself with the departure of Labour Party faithfuls? Gladstone, too, had problems with defectors as the old Liberal Party waned



William Lecky, James Fitzjames Stephen and George Goschen who left the Liberals in 1886... not only had the party changed, it had become too left wing...

The recent departure from the Labour Party of Mr Reg Prentice and Mr Paul Johnson is curiously reminiscent of the defection of a number of leading politicians and theorists from the Liberal Party in the mid 1880s. In both cases those involved gave similar reasons for their defections, saying that the party they were leaving was not the same party they had originally joined and that they feared it was committed irretrievably to collectivism and authoritarianism. There are deeper parallels, as well. Behind the defections of the 1880s lay the feeling that Victorian Liberalism had failed, just as behind the defections of the 1970s there lies a sense of the failure of social democracy.

The defection of left wing Liberals to the emerging Labour Party in the early part of this century is well known. What is less well known, however, is the considerable exodus from the Liberal Party some years earlier of those who felt the party had advanced too far along the road of democracy and socialism. Frustration built up among conservative Liberals during the early 1880s when Gladstone's Government passed measures which seemed to conflict with the sacred Liberal tenets of laissez-faire and non-interference by the State. It came to a head over Gladstone's Home Rule proposals for Ireland in 1886, which appeared as one such to interfere with property rights and the normal freedom of contract between landlord and tenant, to capitate to the pressure of Irish nationalist extremists, and to break up the unity of the United Kingdom.

Apart from the maverick and opportunist Chamberlain, and the Whigs led by Hartington, it was predominantly intellectuals who quit the Liberals over Home Rule. Among those who defected in 1886 were Edward Dicey, the great constitutional theorist, James Fitzjames Stephen, the lawyer, William Lecky, the historian, and George Goschen, the politician and economist.

The common theme of those who left the Liberal Party in 1886 was that the party had changed significantly since they had joined it twenty years or so earlier. They deplored especially the way the old liberal economic principles of laissez-faire had been given up and the extension of the franchise

had led to collectivist and interventionist policies. Herbert Spencer, who himself passed from Gladstonian Liberalism to anarchic conservatism in the same period, spoke for them when he complained in his book *Man versus the State*, published in 1884, "Most of those who now pass as Liberals are Tories of a new school. They have lost sight of the truth that in past times Liberalism habitually stood for individual freedom versus state coercion."

The intellectuals who left the Liberal Party in the mid-1880s followed Spencer in adopting a position of extreme individualism and opposition to all forms of state intervention. Working through such organisations as the League, they provided a convenient and appealing philosophy for manufacturers and property owners worried about the rise of syndicalism and socialism among the working class. They created a new ideological conservatism.

Behind this defection from the Liberals in the mid 1880s lay a feeling not just that the party had changed and become more left-wing, but that Liberalism itself had somehow failed. It had rested on the belief that, once given the vote and trusted with freedom, the mass of the population would adhere to the great liberal values of self-help, individual responsibility and altruism. In the event, the liberated masses seemed rather to depend utterly on the state,

to demand from it support and assistance, and to pursue their own self-interest. The hope and trust involved in the great Liberal experiment appeared to have been misplaced. A mood of intense disillusionment and pessimism gripped Britain in the 1880s in which the faith in progress which had sustained Victorian Liberalism was abandoned and turned into cynical despair.

The outcome of the defections from the Liberal Party to both right and left at the turn of the last century was, of course, a major realignment in British politics. Against a background of economic decline and social upheaval, there was a polarisation of parties with class emerging as the main determinant of political behaviour. The appeal of political parties became both more ideological and more based on self-interest. The Conservative Party came to stand for laissez-faire and to represent the interests of property. The Labour Party grew up as the party of the working classes and the proponents of socialism. Liberalism, as C. F. G. Mosserman observed, was accordingly "crushed between the upper and nether millstones of privilege and revolt."

Is it not possible that we are witnessing the beginnings of a similar process of political realignment and polarisation today? The parallels with the situation in the 1880s are certainly striking. Mr Prentice says he has left the Labour Party because of its continuing drift to the left, its capitulation to extremists and sectional interests, and its ill-conceived plans to destroy the unity of

the United Kingdom. These are exactly the same reasons given by those who broke with the Liberal Party over Home Rule in 1886.

At the same time, there are signs of a growing movement among the left of the Labour Party to break with the social democratic tradition and create a new, more radical party. The increasing protest of young voters against the Labour leadership's acceptance of the mixed economy is strongly reminiscent of the mounting frustration among progressive and radical Liberals in the 1890s and 1900s at their leaders' continuing adherence to Gladstonian principles of laissez-faire.

Britain in 1977 is in the same mood of pessimism and disillusion that it was at the end of last century. There is a general feeling now that social democracy has failed, much as there was a sense then that Liberalism had failed. The reasons for the same reasons. It is criticized from the left for failing fundamentally to alter the distribution of wealth and power in our society and for overlooking inequalities and privileges. It is criticised from the right for eroding personal liberty and increasing the power and scope of the state. The Labour Party may yet go the way of the nineteenth-century Liberal Party and find itself a small and insignificant monument to social democracy squeezed between the mighty forces of Marxism on the left and extreme laissez-faire on the right.

Ian Bradley

Bernard Levin

A giant of science and a hack called Boris

On Wednesday, I brought up to date the story of Professor Benjamin Levin, a Soviet scientist of the highest repute, who has been confined to scientific matters. This difficulty Mr Tanolin resolves by turning quickly from the subject of the conference to that of Professor Levin himself. And here we can see before us one of the most fundamental distinctions between totalitarian societies and free ones. Tanolin's job is to defend the professor. Obviously, he runs no risk of an action for libel. But he has a much more important, though less obvious, protection for his backguard. He does not need to confine himself to distorting the truth, to dealing in innuendoes and exaggeration, to spreading smears and hints. He can, and does, simply lie about the career, conduct and fate of Professor Levin. He knows that nowhere in the *Literary Gazette* itself, or in any other Soviet paper or journal, whether large or small, specialist or general, will any letter or statement, or article or report of any kind be permitted to appear in contradiction or correction of his falsehoods. No exposure of his methods will be published or broadcast in any form, no Press Council will examine a complaint against him, no court will hear any action brought against him.

After the Oxford scientific conference held in the summer to mark Professor Levin's 60th birthday and to honour his work, an article about him appeared in the Soviet *Literary Gazette*, a paper of which it can be said that no more entirely degraded periodical exists in the world, and of whose editor and writers it may be added that they have established standards of journalistic decency that have never been equaled and are most unlikely ever to be surpassed.

The *Literary Gazette* was given the task of trying to discredit the Oxford conference and to blacken the name and reputation of Professor Levin. The hack assigned to the task is called Boris Tanolin. Naturally, he said that the conference was designed as a "political provocation" and "an organized anti-Soviet action of world-wide dimensions". Just as naturally, he was therefore obliged to omit all mention of any of the sub-

jects discussed at the conference, lest his readers should discover that nothing whatever was said there that was not strictly confined to scientific matters. This difficulty Mr Tanolin resolves by turning quickly from the subject of the conference to that of Professor Levin himself. And here we can see before us one of the most fundamental distinctions between totalitarian societies and free ones. Tanolin's job is to defend the professor. Obviously, he runs no risk of an action for libel. But he has a much more important, though less obvious, protection for his backguard. He does not need to confine himself to distorting the truth, to dealing in innuendoes and exaggeration, to spreading smears and hints. He can, and does, simply lie about the career, conduct and fate of Professor Levin. He knows that nowhere in the *Literary Gazette* itself, or in any other Soviet paper or journal, whether large or small, specialist or general, will any letter or statement, or article or report of any kind be permitted to appear in contradiction or correction of his falsehoods. No exposure of his methods will be published or broadcast in any form, no Press Council will examine a complaint against him, no court will hear any action brought against him.

Here we see the essence of totalitarianism at work: indeed, the circumstances almost provide a definition of it. For its most characteristic mark is stamped upon it by the fact that in such societies the weight of the state (which means, in

totalitarianism, the weight of every aspect of life is thrown against the victims. There are abuses in free countries; and the authorities frequently try to conceal them. But the state machinery in free countries can be moved on behalf of the victims of injustice and oppression, and built into the innermost workings of it the principle of ultimate answerability. In a free country, men may publish and broadcast matter hostile to those who have charge of the country's destinies; and they in turn cannot ignore it forever. In the Soviet Union and the other tyrannies of the world, the tyrants are safe from both the embarrassment of public criticism and the necessity of answering it.

Thus armed and protected, Mr Tanolin can quote a similarly obedient Soviet scientist as saying that, after Professor Levin was refused permission to emigrate in 1972, "he could have pursued his scientific work in the... Institute of Electrochemistry... he could publish his scientific papers...". These statements are plain lies, but there is no way that any Soviet reader of the *Literary Gazette* who does not already know that, or who cannot guess it, can ever find out.

Both Professor Levin himself and Professor Brian Spalding of Imperial College—one of the chief organisers of the Oxford conference—have sent replies to the *Literary Gazette*, but these will not, of course, be published or even acknowledged. Similarly, protected by the fact that his readers will never learn the truth, Tanolin can say

that "Levin's activities in the field of science really ceased five years ago"—five years ago being the time when he applied to emigrate, and was thereafter prevented from undertaking his scientific activities. And the lies go further:

... his actual scientific creativity stopped even before that. His last independent work came out eight years ago. Actually he was placing his name on scientific publications only as a co-author. Nor does Boris Tanolin hesitate to concoct lies about Professor Levin's more remote past to further the campaign to blacken his present reputation: With a light heart he discarded, while still at the beginning of his scientific work, his work with another world-famous scientist, L. D. Landau, his taking with him quite a few of his former teacher's creative ideas and later referring to him with very little respect.

And Tanolin does not stop there; he goes on to accuse Professor Levin of "treason", and to say that

... his energy finds its outlet in his correspondence with circles hostile to our country as well as with anti-Soviet press correspondents. It is difficult to convey in short excerpts the full racist flavour of the articles; but to read the reply sent to the *Literary Gazette* for favour of publication a few weeks ago by Professor Levin is to be reminded of the heights to which the love and pursuit of scientific truth can take the best of science's servants, its dignity, honesty and moderation shine through the words; in its contrast to the Streicher-like illiteracy and mendacity of

the Tanolin article it is Hyperion to a satyr.

Among other standard conceits about the Soviet Union that I am allegedly the author of "statements" besmirching my fatherland published in the West it is well known that I do not hold the accepted doctrine can be, if it is wished, proclaimed to be a calumny against this country with all the ensuing consequences. The genuine reason for the fury seems to be the high honour conferred on me by the holding of an International Scientific Conference at Oxford University on the occasion of my 60th birthday. This conference is proclaimed to be "a badly studied venture" and a "political provocation". Among other inventions there is one that I ostensibly stopped working with him. Landau, stole some of his creative ideas and later mentioned him "with little respect". In short, he was a traitor and a scoundrel. I am proud to be his pupil and, while he lived, I favoured him with my personal friendship.

Then Professor Levin moves to the indictment of everything Tanolin and his masters stand for, and describes the consequences for those who fall under their displeasure for preferring truth to their falsehoods:

... for nearly six years, since I put moral principles and convictions above self-interest, I have been deprived of the opportunity to pursue a creative and normal life... I have been ostracized by colleagues... my scientific articles, and a book of mine, have not been issued in any Soviet editions, my name has been deliberately deleted from... scientific publications... to my reputation, I believe it is somewhat late to

attempt to set it, I am convinced that no brilliant inventions, no innovations whatever, could ever stem from my good name.

No; but it will not be for want of trying. Soon after the article in the *Literary Gazette* appeared, Professor Levin was telephoned from the paper. He was told "if noise is raised in the West because of this article, this will be followed immediately by a series of others denouncing and disgracing you in every moral aspect". A few months later there was a second call, in which Professor Levin was told "depending on your reasonable behaviour, such action is so far postponed".

No doubt the two columns I have devoted to the fate of Professor Levin this week come under the heading of "noise in the West". But the professor has long since passed the West beyond of the article in the *Literary Gazette*, knowing that even if he were to move more "free" behind the "barbed wire" than his persecutors behind their own foreheads. The honorary degree he received yesterday from Imperial College, therefore, marks a particularly fitting occasion to reflect on the remarkable truth that Soviet society has produced, and continues to produce, men as upright as Professor Benjamin Levin and as free as Boris Tanolin. All societies, of course, produce such extremes in their people. What makes Soviet Communism unique is that all its Tanolins are the honoured treasures of the state, and all its Levins its suffering victims.

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Another happy ending—after 23 centuries

A famous lost play of antiquity has been rediscovered, inevitably among the Oxyrhynchus papyri, almost as inevitably by Professor Eric Turner, the great papyrologist. It is the *Misumenos* (The Head One), one of the most popular and dramatic plays of the New Comedy.

Until now, we had only tantalising remains preserved on fragments of papyrus and in quotations of grammatical interest or sententious value by other authors. Earlier this month, Professor Turner struck gold by discovering almost indecipherable fragments that have yielded the first 100 lines of the play, and explained what it is all about.

As a consequence, other pieces of the jig-saw have been identified and fallen into place, and the *Misumenos* can be reconstructed by delicate scholarship from the oblivion of the Dark Ages. Professor Turner says: "I have never seen such a filthy piece of papyrus. I think it had been put aside because it was so nasty."

The scene opens on a night of thunder and lightning. Enter a soldier who is locked out of his own house. He has captured a girl in the wars on Cyprus, and installed her as his mistress. She will have nothing to do with him because she believes, erroneously, that he killed her brother.

Like Pasha Selim in *Die Entführung aus dem Serail*, he is too much of a gentleman to force his attentions on his

prisoner. Professor Turner will disclose the rest of the smash hit that had them rolling in the wedges in Athens 23 centuries ago at a special meeting at the Institute of Classical Studies next week. It is giving away no secrets to say that it has a happy ending. It also crowns a distinguished career with a wreath of undying laurel.



Neologism of the week is *Globologists*, who are being advertised by the *Jargonous* or the *Hotel Intercontinental*. *Globologists*? *Globologists*? Not so; they fit electric light globes and fluorescent light tubes.

No one's victory at the LSE

This is the story of Bernard Levin and the straw man. Unlike many other tales circulating about Mr Levin—and certainly unlike the tales he tells himself—it is not apocryphal.

In 1948, he was a student at the London School of Economics. The newly formed Labour Society was trying to ensure that only its own approved candidates got elected to the students' union council.

Mr Levin disliked the caucus system and decided to expose it. He created a non-person called Harvey Thompson and, though not himself a Labour Society member, nominated Harvey as a Labour Society man for election to the council.

Union rules said that nominators had to place on the notice board details and a photograph of their candidate and, before the election, the candidate had to attend a meeting of the union.

Mr Levin said Harvey played for the LSE table tennis club, which explained the blurred action photograph. As for the meeting, Mr Levin said Harvey had flu and could not attend. Harvey was duly elected. At the next council meeting, Mr Levin wheeled him on to the platform. By now Harvey had become a man of straw, every bit as good as the one who went to Oz.

Puffed up with pride over pastry

No cordon bleu, I ventured with trepidation into the world of haute cuisine yesterday. I emerged, if not exactly a Charles, at least confident that I could tackle puff pastry with reasonable success. The secret, I must tell you, lies not so much in the ingredients but in the way you prevent the dough from shrinking. For this information, I am indebted to the *Ecole de Cuisine* La Varenne in Paris and to the lady who directs it. Not only does she do that, but she also founded the school. And, as it offers a complete programme in classic French cooking, you would rightly suppose that she is French.

She is nothing of the sort. Anne Willan is a Yorkshire lass, with an MA in economics from Cambridge University.

She put on an apron at the demonstration in London yesterday, but she need not have bothered because she left it to Albert Jorant, a pastry cook at the Paris school to show us how to make both puff pastry and a *Gateau Pichiviers*. He did it, of course, under her supervision.

As for Mrs Willan, she was not visiting London just to show us how puff pastry is made. She was helping to launch her new book *Great Cooks and Their Recipes* (Elin Tree, £8.50) in which she talks learnedly about everyone from Taillevent (France 1312, which is not his telephone number, but the year he was born) to Escoffier.

It is common knowledge that journalists subsist on free lunches, but there was something different about the gratuitous feast enjoyed by a colleague this week. He picked it up, literally, in Hyde Park. It took the form of 2½lb of edible fungi, including one mushroom, a pretty selection of lawyers' wigs which had survived the trampling of the common herd and proved delicious stewed in milk, and several fine specimens of blewits, a fungus so sought after that they used to pay real money for it in Nottingham markets.

Delicious pick-up in park

As a prelude to its centenary celebrations next year, the Cyclists' Touring Club is looking for its oldest active member. So far, the honours seem to belong to Miss Ivy Donaldson, aged 90, of Bedford, who still pedals to the shops and on the embankment alongside the Great Ouse.

In the current number of *Cyclotouring*, the club's magazine, she gives an account of her three-week cycling tour of France, Switzerland, Liechtenstein, Austria and northern Italy in 1929, involving climbs over the Stelvio, Furka and Brenner passes.

Day of the knickerbockers' glory

ing how eminently practical the garb was for cycling. We had to make a skirt with us on the Continent," she says, "because if you went into churches you were not allowed to go without knickerbockers."

From America, the club has sent news of the top cyclist there: "The President, claiming to be a cyclist, but under present conditions and being restricted in his movements, he used a 10-speed motor and had an accident requiring dental treatment. The motor is claimed, being due to malfunction in riding and hitting a sewer grate. 'Based on saving the motor, the cyclist is, he is, saving the dangers of careless riding."

There is a photograph of her wearing knickerbockers—called then a "rational suit"—show-

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A DISTANT GOAL

Mr Roy Jenkins's decision, as President of the European Commission, to launch a personal initiative in favour of European monetary union is unlikely to be greeted with complete enthusiasm either within the Commission itself or by its member governments of the Community. The memory is still too raw of repeated attempts and failures since the 1960s to bring the currencies of the EEC into a fixed, or at least closer and more stable, relationship to each other. Indeed, given the evident lack of enthusiasm in so many quarters and the lack of preparation for such an initiative, it is somewhat surprising that Mr Jenkins should have attached himself so firmly and personally to the idea.

Mindful of past failures, Mr Jenkins is circumspect in the way in which he is now putting forward specific proposals, but is calling for a debate. His view of the way forward has no hard and fast timetable. He is not suggesting specific immediate measures, like the central coordination of the fiscal and monetary policies of member governments, or the re-linking of their respective currencies. Proponents of earlier experiments within the EEC tended to the view that the linking of currencies would thereafter force member governments into coordinated and joint policies in order to sustain the decision once made. One school further thought that, since common credit and exchange rate policies would force massive regional, industrial and social policies and programmes on the Community, the first step towards a monetary

union would also force a correspondingly huge increase of budgetary and political power at the centre of the Community.

Such expectations, however, were never realistic, either in practical or in political terms. For they put the cart before the horse. Common currencies and monetary policies for the member countries of the EEC are only possible over any period longer than a few months if there has been a marked growing together of the underlying economies themselves. Any attempt to force the pace towards monetary union, as was done in the years after the 1969 EEC summit meeting at The Hague, simply wastes precious political capital and Community good will upon a venture which is bound to fail.

Mr Jenkins may argue that his latest formulation of the ideal has fully taken account of this aspect. His view is that the nations of the Community should begin to harmonize the development of their economies within an agreed longer-term strategy of moving towards monetary union itself. To that extent he is being substantially more realistic than some of those who have gone before.

But it is still questionable whether the Community would be right to place such an initiative at the top of its agenda in the coming years. The very idea of a common currency for the whole of Europe does indeed imply a massive central budget to finance the regional and industrial policy that would be needed to support the weak areas, unable to stand the strain within a single monetary union.

Whatever may happen to the Common Agricultural Policy in the coming years, there seems little likelihood that the member governments of the Community would be willing to contemplate the creation of a similar fund of substantially larger proportions for such a centralized purpose.

Further, the idea of moving steadily but strongly in the direction of monetary union runs clear counter to present hopes of enlarging the Community by including other Mediterranean countries. The problems of integrating economies at such different stages of industrial development will be hard enough. To add the requirement that the various negotiations should be conducted within the context of a Community which was also moving deliberately towards a common currency would make them virtually impossible.

Mr Jenkins is likely to find little support for his initiative from political parties in this country. The Prime Minister in his recent letter to the Labour Party on Europe made it clear that the Government's concept of European development is very different. Even those, however, with a more dynamic view of the future of Europe are likely to conclude that enlargement is a more fruitful avenue of progress in the immediate future than the resurrection of the goal of monetary union. There is no conflict between the British monetary policies needed for monetary union and those needed for stabilization. What is not clear is that monetary union, as an aspiration, will make it easier to pursue them.

A SETBACK IN HEALTH EDUCATION

Of all the undesirable side-effects stemming from routine whooping-cough vaccination, not the least serious is now seen to be the public apprehension that has ensued regarding vaccination in general. Since the safety of whooping cough vaccine has been a matter of loud debate, many parents have been frightened into rejecting immunization against quite different diseases, as well as whooping cough. This summer there were fears of an epidemic of polio in a population of children worse protected against it than any for many years. The same danger will exist next summer too.

The fear of just such a public reaction was lively in the Department of Health when the decisions were taken which the Ombudsman criticized yesterday. Unfortunately, the danger of arousing public alarm with warnings was seen as greater than that of seeming complacent about rare but tragic adverse medical reactions to the vaccine. As living standards have improved and reduced the incidence of the disease, the case for vaccination as a matter of course has become less strong. In some social circumstances and with proper regard to the warning signs that make it inadvisable for certain children, vaccination is still a worthwhile and acceptable safe precaution. The Department's advice to doctors, even

when referring to the risks, has taken too little account of the changing balance of advantage.

The risk of convulsions and permanent brain damage has been known for many years, though it is so remote that the exact danger is still in dispute (it is almost impossible to say for certain that a particular child's sufferings are caused by the vaccine). The Ombudsman's criticism is not that the Department ignored the risk in its communications with doctors—clearly it did not—but that it failed until recently to make the position sufficiently clear to the patient (or generally, in this context, to the parents of the patient). It is claimed that more should have been done to publicize the risks and the signs that should lead them to consult a doctor.

Administration is the Ombudsman's sphere: he has no competence to question the clinical judgment of doctors, as he often affirms. But at the point where he criticizes the Department, the line between administration and clinical responsibility is not entirely clear. The Department has a responsibility to make general policies about medical practice, which it is the jealously-guarded privilege of doctors to disregard, according to their assessment of each patient's particular needs. Medicine today is so large and

rapidly-changing that no practitioner could keep sight of the needs of good practice without some central collation of evidence and guidance. Doctors today expect it, and harm is done if their trust is forfeited (some, for instance, saw that the Department's advocacy of routine whooping cough vaccination was too indiscriminate and reacted, like patients, by becoming indiscriminately hostile to the procedure).

But the Department has also sought to influence the public over the doctor's head. It issued encouragements to seek immunization, but until recently avoided warnings. They might raise a panic, and they might be resented as trespassing upon the relationship between doctor and patient. It is this imbalance that the Ombudsman censures. The Department has partly been caught out by a change in public attitudes. More and more the desirability is recognized of making patients well informed about what is being done to them; at the same time the demand for information has increased.

It is a welcome trend, though not all patients are capable of making fully informed choices about their treatment. Public bodies certainly have a role to play in the process of education, but the main responsibility when a particular patient is in question must be the doctor himself.

THE BATTLE OF TURNER'S BEQUEST

The Tate has made a spirited counter-attack in the battle being fought over the body of the Turner Bequest. The troops of Somerset House, armed as they are with the ordinance of Lady Birk, parliamentary under-secretary of state in the Department of the Environment, still have hard pouncing ahead of them if they are to possess the field.

The conjunction of the Turner centenary exhibition in Burlington House in the winter of 1974-75, which displays in a most impressive way the splendour of his art, and the emergence from long years of private bureaucratic occupation of the old Royal Academy rooms in Somerset House generated a demand that Turner and Somerset House be permanently joined. The match seemed so obviously right: England's greatest painter would be seen in London's most elegant and historic gallery; the experience of hundreds of thousands had been enjoying at the centenary exhibition would be placed on top; Turner's testamentary wishes would at last be respected or would they?—that argument, which is peripheral, is also (conclusively) the thousands of turners in the attics of the British Museum and vaults of the Tate would be neglected no longer; honour would at last be done to a native genius, and a public use be found worthy of William Chambers's Fine Rooms.

A large part of that case, not least, it dissolves under the salacious scrutiny of the Tate, which has custody of almost all the oils in the bequest, the British Museum having charge of

the watercolours. The trustees of the Tate point out that exhibition space at Somerset House would actually be less than the space already given to Turner at the Tate, and far less than the Tate will be able to give when it can, shortly, use the rooms of the evacuated Military Hospital next door. There would be no question therefore of Somerset House doing more adequately for Turner than the Tate already does. Unless the move were to cause less of Turner to be seen than can be seen now, the Tate would have to continue to give a good deal of space to him. In that case, as the trustees point out, the effect of the change would not be to concentrate the Turner bequest but to disperse it further.

The trustees also make much of the larger fire risk at Somerset House. Some think they exaggerate the importance of that objection. Sir Hugh Casson in his report to the Department saw a need to temper scholarship with common sense and opined that "both buildings and artifacts [which are there to be enjoyed but not worshipped] must be allowed to live a little dangerously". Whatever judgment is made of the fire risk and therefore of the suitability of Somerset House as a permanent repository of Turner's work, it could hardly be thought prudent to move the 20,000 watercolours there from the British Museum. Without them Somerset House could not become the Turner centre, the principal place for the care, conservation, study and appreciation of his work.

What it could become is the home of a changing exhibition of some of Turner's oils and watercolours, with memorabilia and other aids to veneration prominently on display. That would escape the most serious of the Tate's objections, and the idea has its attractions.

Yet the new gallery could not have the cream of the collection. Both the National Gallery and the Tate, which is the national gallery for the English school of painting, must be able to show, as they do, representative groups of Turners including examples of the highest quality. Nor must the claims of galleries elsewhere in the kingdom be overlooked. As for watercolours, their tendency to deteriorate under prolonged exposure to light, places a permanent limitation on the frequency with which the choicest of them can be displayed.

A revolving exhibition at Somerset House would have plenty of material to draw on to make an interesting display. But visitors could not expect to have their breath taken away as happened at Burlington House (where many of the loveliest exhibits were from private or foreign public collections anyway), and some would with good reason prefer to see Turner hung among his peers and in his historical context at the National Gallery and the Tate. A Turner annex of that kind would indeed put to worthy use the exhibition rooms at Somerset House, an important object in itself, but is it the best idea either for those rooms or for the display of Turner's art?

logarithm of the logarithm. Yours sincerely, DAVID DAVIES, Editor, Nature, 4 Little Essex Street, WC2.

Leaping into physics

From the Editor of Nature
The back who takes Philip Howard's advice (October 24) and sees logarithmic to describe a sud-

den steep increase will soon be called in by his editor and told that underestimation sells no newspapers. Pity the poor logarithm: it creeps up slower than anything else around—excepting, that is, the

Victims of reverse discrimination

From Miss S. R. Dedhar

Sir, The problem of reverse discrimination (your leader October 26) centres on the question of rights and obligations. The justification for reverse discriminatory policies relies on an acceptance of the view that, in the past, unfair discrimination has been practised against certain groups, that they now have a right to expect amends to be made, and that an obligation exists to ensure that amends are made in order that they may achieve equality of status and opportunities within the community. We now encounter the question: is it fair to place an obligation on the community as a whole to make amends to groups, if it is the community, or State, who must now make amends.

From the words "groups", "community" and "State", we can see that the problem is couched in terms of the greatest generality, and it is for this reason that a position favouring reverse discrimination is logically untenable. In practice, where a white man is passed over in favour of a black woman of lower theoretical eligibility for a job or university place, it is not the State, but the rejected applicant who is "making amends" to an individual who might or might not have suffered from lesser opportunities than he in the past. The obligation, however, rests on the applicant and not the State. Furthermore, it is to the group from which the favoured applicant comes and not to the applicant herself that the obligation is owed.

The fundamental paradox of reverse discrimination is that while its justification rests on a certain view of group rights and mass obligations, its practice can depend only on individual cases and thus bypasses group rights and obligations. It is indeed doubtful whether or not such concepts actually have any real and practical meaning at all. By all means, let the State make amends, but let it do so through such mass actions as education programmes and not by forcing individuals to bear the burden of communal responsibility.

Yours faithfully,
S. R. DEDHAR,
34 Inglemere Road,
Forest Hill, SE23,
October 26.

South African repression

From Mr Geoffrey Pattie, MP for Chertsey and Walton (Conservative)

Sir, Mr Geoffrey Chandler (letters, October 25) was fortunate in that he was at least able to meet Dr Beyers Naude and Mr Percy Osofsky, who are, on recent visit, I found that both men had been restricted by Government action before my appointments with them had taken place.

The October 19 clamp down produced a widespread sense of shock and bewilderment which I believe has not been matched in South Africa where the grimly confirmed in their assessments of the Nationalist Government's determination to hang on at all costs, whereas whites with whom I talked were close to despair.

The restrictive measures should be looked at under three headings. The move against *The World* and its editor is presumably a pre-emptive strike to muzzle black reaction when the contents of the report on Steve Biko's death are made public.

Secondly, the banning of the 18 organizations aims to remove most of the moderate black leaders from the scene. For example, seven members of the Soweto Committee of Ten have been detained and while the editor of the *South African* has been released, the members of the committee were particularly palatable to the South African Government they did at least represent a point of contact, called into being after the riots last year between the Government and the disaffected black community in Soweto. If the aim of the South African Government is to drive opposition underground and into extremist hands then they are bang on target.

Thirdly, the banning of Donald Woods, the editor of the *East London Daily Dispatch*, means that South Africa fails the acid test of press freedom. Woods pulled no punches in his criticism of government, and he was not only a government but an over-developed paranoia would seek to silence him.

Yours faithfully,
GEOFFREY PATTIE,
House of Commons,
October 26.

BBC film of Grunwick

From Lord Orr-Ewing

Sir, I find the reply (October 24) by the Editor of the BBC programme *Towards Mr George Ward* revealing. We had the staged drama of a silhouette and superimposed voice on the grounds that these employees, representing a small minority, were frightened of the pickets and/or the management.

What was revealing was that films had also been taken of the majority views of the workers who were prepared to appear on television, give their names and be questioned at first hand. The editor's interviews because in his judgment "these were not remarkable". Many would feel that after 14 months of harassment it would be of remarkable interest to see and hear these loyal and robust people, even if some were hesitant and shy. The Editor substituted a reporter's summary.

Surely this treatment slants the programme and makes millions of viewers believe that workers at Grunwick are intimidated. In so far as I can check, no shred of evidence has ever been produced to prove it.

Having produced one highly dramatized viewpoint, could not the contrary and majority viewpoint have been equally effectively filmed and shown? The BBC's obligation under their charter to produce balance would then have been better honoured.

Yours faithfully,
IAN ORR-EWING,
House of Lords,
October 25.

Canon law on ordination of women

From the Bishop of London

Sir, Canon C8(5) of the Canons of the Church of England forbids any minister not ordained in the Province of Canterbury, York, Ireland, Wales or Scotland to exercise ministry in the Provinces of Canterbury and York without the permission of the Archbishop of the Province in question.

This Canon is based upon the Overseas and Other Clergy (Ministry and Ordination) Measure, passed by the Church Assembly as recently as 1967 to replace the Colonial Clergy Act of 1874. It therefore represents the considered judgment of the governing body of the Church of England.

If therefore one or other of the Archbishops declines under this Canon and Measure to give permission to anyone, male or female, ordained abroad, to officiate in England, such a person is committing an ecclesiastical offence if he or she so facilitates, as is also anyone who facilitates such a ministry.

In view of the clear presumption of the Ordinal that the priesthood is male, the law would have to be changed before a woman could under any circumstances exercise priestly functions in this country. In answer to a question asked in the General Synod on November 8, 1976, the Secretary General, on behalf of the Archbishop of Canterbury, reported that the House of Bishops had been advised that as the law stands a woman ordained abroad cannot lawfully be invited to officiate as a bishop or a priest in the Church of England, and that the Archbishop did not think it would be right to take any steps with regard to this matter ahead of further discussion of the main issues.

Professor Lampe is incorrect in stating in his letter of October 26 that this is a decision of policy taken by the bishops. Rather it is a matter of obedience to the Law of England and Canon Law of the

Church. It is therefore regrettable that he advocates the breaking of the law and defiance of the Oath of Canonical Obedience by which every licensed clergyman is bound.

Added to which the course which he suggests would undoubtedly exacerbate an already delicate situation and make more difficult the task of those who want to find a peaceful outcome to a situation which could cause grave hurt to the Church if it is not handled wisely.

Yours sincerely,
GERALD LONDON,
London House,
8 Barton Street,
Westminster, SW1,
October 27.

From Mr Christopher Gilson

Sir, Is it not a pity for concern when our clergy, supposedly the upholders of truth and justice, decide to join trade unionists and others who seek to break the law of the land, in the interests of some greater (albeit personal) concept of what is right? Can society hope to continue to exist where obeying the law becomes optional? I would think not.

In any democratic society there are agreed procedures for changing the law. It behoves us all to obey the law whilst remaining free to agitate to change any law which we regard as unjust. Any punishment is laid down then it must be accepted by those who freely break the law. In our society at present, all we see are clergy breaking the law of the Church, but expecting to retain their benefices. Can we have a check list of any remaining laws which must not be broken, or is it now acceptable for us all to go our own way, pleading conscience when arrested and thus escaping the consequences of our actions?

I am, Sir, your obedient servant,
CHRISTOPHER GILSON,
28 Cell Farm Avenue,
Old Windsor,
Berkshire.

Agreed housing policies

From Mr Nick Raynsford

Sir, Throughout most of the period since the end of the war debates on housing policy have tended to concentrate on the measures which were thought to be needed to overcome the country's severe housing problems. We may, with hindsight, regret some of the particular avenues which were followed, such as the craze for high rise development and industrialized building systems, but nevertheless our concern was generally focused on ensuring an adequate supply of housing to meet the needs of the population.

Now it would appear that *The Times* has found a new criterion for assessing housing policies. Their latest editorial in reducing the numbers of homeless people, in stimulating new house building and in accelerating the pitifully inadequate rate of improvement in much of our older housing stock will evidently trigger an adequate basis for judgment according to the editorial "Towards Agreed Housing Policies", October 24. Instead, apparently, our chief concern must be whether or not the policy carries bi-partisan support and forms the basis of a political consensus.

Instead there is an urgent need to concentrate attention on the extent of unmet housing need in Britain, and to set targets, as the Government has sadly failed to do in its Housing Policy Review, for meeting these needs. Yours faithfully,
NICK RAYNSFORD,
Director, Housing Aid Centre,
189a Old Brompton Road, SW5.

The Zinoviev letter

From Dr Christopher Andrew

Sir, Messrs Chester, Fay and Young (October 24) are entitled to stick to the argument of their book, published in 1966, that the Zinoviev letter was a forgery. But their claim that there is "no new evidence" to challenge that contention is a remarkable one. They appear unaware of the new evidence contained in either Miss Sibyl Eyre Crowe's article in the *Journal of Contemporary History* of July, 1975 (cited in her letter of October 20) or my own article in the current issue of *The Historical Journal* (cited in *The Times Higher Education Supplement* of October 14).

The evidence now available shows *inter alia* that the interception of the Zinoviev letter was not, as has usually been supposed, an isolated event, but only one of a stream of Soviet and Comintern documents (most of them genuine) intercepted by British and Indian intelligence during the 1920s. The letter of September 15, 1924, was neither the

private rented market—a chimera which is now widely recognized to be economically unworkable. *The Times* had no positive suggestions at all to make for tackling Britain's continuing housing problems more effectively, let alone for insuring the sense of urgency and passion which were the driving force in his Dimbleby Lecture less than three years ago.

Instead *The Times* prefers to question the already severely restricted levels of public sector investment in housing and to carp at public sector subsidies. Reading this editorial, who would suspect that, according to the projections prepared for the Government's Housing Policy Review, the largest increase in subsidy over the next decade will go to owner occupiers in the public sector, while public sector housing investment is actually expected to be further reduced?

The very real danger of the current obsessive quest for the "Holy Grail" of consensus housing policies is that it is in practice leading towards ever increasing subsidies to people already reasonably housed, and who could afford to pay more for their accommodation, while denying the necessary investment finance to provide for the homeless and the badly housed. Nothing could be more disastrous.

Instead there is an urgent need to concentrate attention on the extent of unmet housing need in Britain, and to set targets, as the Government has sadly failed to do in its Housing Policy Review, for meeting these needs. Yours faithfully,
NICK RAYNSFORD,
Director, Housing Aid Centre,
189a Old Brompton Road, SW5.

first nor the last Zinoviev letter to be intercepted. Furthermore, in the case of the letter of September, 1924, some fragments are now available of the "corroborative proofs" provided at the time by the intelligence services, as well as evidence which provides partial corroboration of these "proofs".

I have argued elsewhere that this and other evidence which has come to light since 1966 does not prove the authenticity of the Zinoviev letter beyond doubt. But it requires more serious consideration than the simple denial of its existence advanced by Messrs Chester, Fay and Young.

Though I doubt the conclusions of Mr Chester and his colleagues on the origins of the Zinoviev letter, they will see that I have followed in my article a number of their conclusions on the use made of it. Yours faithfully,
CHRISTOPHER ANDREW,
Fellow and Director of Studies,
Corpus Christi College,
Cambridge,
October 25.

Recovering from the war

From Mr T. J. Legowski

Sir, It is not only as R. Bernhard (October 24) writes in *The Times* October 21, that West Germany greatly benefited from war destruction of its industrial plant. It is also misleading to compare in this connection West Germany with Poland. West Germany's plant was replaced by modern factories built with the aid of Marshall's Plan and with Western investment capital, both of which were unfortunately, not available to Poland. Yours faithfully,
T. J. LEGOWSKI,
4143 Pfeffingen,
Switzerland,
October 22.

Tobacco substitutes

From the Chairman of Gallaher Limited

Sir, I think the Minister, Mr Roland Moyle, is being accused unfairly.

He could not be expected to support the introduction of cigarettes which, although containing 25 per cent tobacco substitute, were in the low to middle tar brand and advertised implying that they offered an alternative to low tar smoking. Indeed, I believe the main reason

for the disappointing performance of substitutes was that the public were greatly confused about them. For this the tobacco industry must take a large part of the blame.

The clearest advice we are getting from medical authorities is that we should try to help smokers switch to a low tar brand. We should have used substitutes in this end only but they were used in some heavily publicized brands in a way that actually appeared to encourage smokers away from low tar smoking.

It seems to me that this action put the Minister, Mr Roland Moyle, and other bodies like the HEC and ASH in a very difficult position. We cannot blame them for not fully supporting substitutes when they were being used in a way which might well confuse the medical advice in favour of low tar cigarettes. Professor Fletcher made this same point in his letter on October 15.

Lord Winstanley mentioned only one substitute—NSM. There are of course two, NSM and Cyrel and my own company was unique in having tested both. For our first brands we used Cyrel but have also developed products with NSM. Yours faithfully,
A. W. H. STEWART-MOORE,
Chairman,
Gallaher Limited,
65 Kingsway, WC2,
October 20.

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Gas in a hijacked airliner

From Professor D. R. Laurence

Sir, Your correspondent (October 22) who writes "Surely there must be a gas which sends people rapidly to sleep but which otherwise has no deleterious effect?" is putting forward an attractive proposition that has been made following previous major hijacks. The suggestion deserves an answer. It has also provided me with a useful examination question for medical students in pharmacology, which I shall complete by adding, "Discuss the technical requirements of such a gas, its delivery and its elimination".

I shall expect students' answers to range widely, for example the operating system must be accessible; the gas must be delivered to the aircraft on the ground, but impossible to operate when airborne; the odourless gas must be released rapidly, silently and evenly throughout the aircraft (or else it must pass over the head of the well-prepared hijacker would do at the slightest warning, whilst holding his breath).

To act speedily the gas will enter the body via the lungs, pass into the blood which will carry it to the brain into which it will pass by diffusion; this takes time and its effect will not be such that one or two breaths will be sufficient to produce total incapacity. Even so, a lot of damage can be done in a few seconds by determined people; instantaneous effect is not biologically possible.

The delivery of gas to all occupants, babies, children, the pregnant, the old, small, frail passengers who have heart troubles and large muscular hijackers who have no net, will be at the same concentration and require an inconceivable homogeneity of biological response to be both as efficacious and safe as must be required.

The gas envisaged would not "send people rapidly to sleep". It would render people rapidly unconscious, which is not at all the same thing. Unconsciousness is a dangerous state, especially for those who have recently taken food or drink, especially alcohol, for the subject may die of respiratory failure or suffocation due to vomiting (which is why patients are sent to surgery with empty stomachs).

As all trained in first aid know, a first priority with unconscious people is to put them in a prone position in the cold suffocation. In a large plane with people slumped upright there would be loss of life from suffocation due to the head and body drooping about.

When I consider the technological skills required of my specialist colleagues in anaesthesia, caring for unconscious people at a time of one unconscious person at a time, I tremble for the likely loss of life if a plane-load were simultaneously anaesthetized. Utopia might possibly develop such a gas, but Utopia would presumably have no need of it and its development, if any, could be better employed on more Utopian projects.

Yours sincerely,
D. R. LAURENCE,
Professor of Pharmacology and Therapeutics,
University College Hospital Medical School,
University Street, WC1.

A Colonial lighthouse

From Her Majesty's Commissioner, Anguilla

Sir, Your article on the Colonial Lighthouse Service (October 8) merits comments about the Anguilla Lighthouse, which is part of my duties as Commissioner on behalf of the Department of Trade. Conditions of life and work on Sombroero are undoubtedly testing. The keepers' spell of six weeks continuous duty on the barren, waterless and windswept rock is lonely, monotonous and on occasion dangerous, and the pay and allowances do not attract many applicants. The light is one of the few remaining in the world which is still operated by kerosene under pressure, and the keepers have to tend it all night in a small chamber 166 feet up in the open metal-girder tower. Painting and maintenance work up on the tower is disagreeable and hazardous, and the keepers have to be criticized for being reluctant to take on this extra duty, even for more pay.

Sombroero is a major navigational mark for all ships, including super-tankers, passing between the Atlantic and the Caribbean Sea through the Anegada passage, and the record of reliability of the light is good. The maintenance of this light station is a matter for local pride among the people of Anguilla, whose life is bound closely to the sea, and they would be glad to know that their important contribution to the safety of shipping and sailors is recognized and appreciated still.

Yours etc,
D. F. LE BRETON,
Her Majesty's Commissioner in Anguilla (and Supervisor, Sombroero Lighthouse),
The Secretariat,
The Valley,
Anguilla,
West Indies.

First class at cut rates

From Mr P. G. B. Letts

Sir, I was so pleased to see from Mr Keen's letter of October 26 that British Rail finds that halving the cost of tickets is succeeding magnificently in stimulating travel by senior citizens. Might I suggest that the scheme be extended to the rest of the public—and perhaps British Rail's problems would be solved. Yours faithfully,
P. G. B. LETTS,
20-24 Orchard Street,
Bristol.

Opera prestissimo

From Mr Alastair K. Ross

Sir, The Musicians' Union is just tinkering with the problem. As every reader of *P. O. Woodhouse* knows, Puffy Benger's niece Myrtle could play Chopin's Funeral March in forty-eight seconds. That record has stood for more than fifty years. Come, musicians of England, let us see your true mettle! Yours prestissimo,
ALASTAIR ROSS,
48 Mount Pleasant Road,
Ealing, W5.

Court of Appeal
Dismissal for serious error of judgment is justified

In 1973, was awarded the MBE for his services.

For good measure, in his spare time, he had been a great supporter of the Inn of Court Mission, where he was loved and his hand was to be seen in many of their activities.

"We shall miss you," his Lordship told him. "We wish you well."

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BOC shop stewards turn down pay offer

By Donald Macintyre
Labour Reporter

Threats of further large-scale layoffs because of the British Oxygen Company strike grew last night after shop stewards voted in Manchester to reject new company proposals on pay.

Soon after the shop stewards' vote—36 against a return to work with two abstentions—employees at six of the company's 46 depots had already followed suit by rejecting the new proposals.

Mr John Miller, Transport and General Workers' national officer for chemicals, said the position would not be clear until all branches had voted.

But he added: "You don't have to have a crystal ball to see the way it is going. It looks as though the ball is going to be in the company's court."

The shop stewards took the line that the national negotiating committee for the industry should be reconvened without a return to work. The company meanwhile has said that it is prepared to reopen negotiations, but only after a return.

Dr Graham Winfield, chief executive of the company's gases division, said last night he was disappointed that workers appeared to be opting for remaining out on strike.

"We are not changing our position," he said. "It is up to the common sense of workers to settle this dispute." The company had been prepared, if there was a return, to reopen talks on its offer of 10 per cent increases and a productivity deal.

Rover output to resume as parts strike ends

Strikers at Leyland's components factory in Radford, Coventry, agreed yesterday to end their six-week stoppage which has hit Rover and Triumph output and will return to work today.

Output of the Rover 3500 and Triumph TR7 ranges is expected to start again as soon as supplies of rear axles are restored. Both sides were approached earlier in the week by the Advisory, Conciliation and Arbitration Service.

More than 7,000 workers were still idle at Leyland's strike-bound assembly plant in Longbridge, Birmingham.

Alleged anti-production remained at a standstill because of a stoppage by 600 vehicle inspectors over a regrading claim for an extra £3 a week. The inspectors are meeting today.

Effects of the strike have already spilled over to Castle Bromwich, where output of body shells for the Mini has been disrupted, with 300 men laid off.

Voting on Leyland's £50m package of wage bargaining reforms was drawing to a close yesterday, and the result will be known early next week.

\$1,715m US deficit lowest since May

From Frank Vogel
Washington, Oct 27

America's balance of trade deficit last month was about \$950m less than in the previous month but was still very high at \$1,715m and pushed the figure for the year so far to more than \$19,000m.

Government officials estimated today, on the basis of the new figures, that the 1977 deficit may be about \$35,000m. The lower September deficit modestly assisted the dollar in the foreign exchange markets, but it continues to face considerable pressure as a result, to some degree, of this year's deficit and the prospect that next year's may be even bigger.

The Department of Commerce reported that the trade deficit in September on a f.o.b. (free alongside ship) and seasonally adjusted basis amounted to \$1,715.2m, which is \$954.3m smaller than in August. It is, in fact, the lowest monthly deficit since May.

American exports last month reached a record high of \$10,915.9m, about \$500m above the previous record in May. It is \$1,353.2m greater than the August total. Particularly sharp rises were seen last month in foreign sales of heavy machinery, food, chemicals and building materials.

Imports, however, remained high and totalled \$12,631.1m, which is second only in size to the record of \$12,932.1m in June. The September level is about \$400m above the August total.

America's vast and mounting consumption of foreign oil continues to be the key cause of the rising foreign trade deficit and again last month, the Commerce Department said, energy imports rose by \$483.8m over the August level to \$3,950m. The degree to which the United States is now dependent on foreign oil and the impact of oil imports on the balance of payments has been barely noted in the critical congressional debate so far this week on a national energy programme.

The Commerce Department stated that the trade deficit for the first nine months of this year totalled \$19,298.3m compared with a deficit of \$3,150.5m in the comparative 1976 period. The department pointed out that exports so far this year have been at an annual rate of \$120,776m, while imports had been rising to an annual level of \$146,509m.

Government officials are doubtful if American exports can maintain the September level in the next few months. Still further increases in food exports are considered unlikely and officials admit they are somewhat baffled as to just why machinery and transportation equipment exports should have risen by \$506.3m last month to \$4,670m. This is seen as particularly large and possibly quite exceptional.

On exports, the officials say that the key factor remains the general growth rate of the industrial economy. There is little optimism at either the Treasury or the Commerce Department for an improvement in the pace of economic recovery abroad.

Mr Anthony Solomon, the Under Secretary for Monetary Affairs at the Treasury, recently said, and this view is now widely accepted by the Administration, that "the growth of our economy will be a bit slower (in 1978) than in 1977, but growth abroad may not pick up much—it may even be a bit slower in Europe."

"World crop carry-overs are at high levels and harvests are again likely. Consequently, the value of United States farm exports may decline somewhat."

Mr Solomon concluded that "I do not see the basis for much, if any, reduction in our trade deficit in 1978, and I would not rule out the possibility of some further increase."

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BY THE FINANCIAL EDITOR

Gilts one year later

The gilt edged market celebrated an anniversary yesterday. On October 27, 1976, the gilt market hit its 1976 "low" in the wake of the Government's moves earlier in the month to raise interest rates to a record level. The FT Government Securities Index slipped to 55.81.

Last night that index stood almost 40 per cent higher at 77.75, having almost reached the 80 level at the end of September. In a number of stocks, investors lucky enough to have picked up stock close to last year's "low" have done still better, all of which may be delightful for the investors themselves but may well not be such sweet music to the monetary authorities.

The reason why the authorities may not be quite so happy is very simply that large numbers of people did in fact manage to buy large quantities of stock when prices were close to the bottom. They may now be giving serious consideration to taking profits as they start to pass the one year old mark that entitles them to take their profits free of capital gains tax.

It may, of course, be that many of those who bought stocks on 15-16 per cent yields were simply making long-term investments or income. But for the moment the future of the £1,100m personal sector investment in its final quarter of 1976 remains an unknown factor in the authorities' projections, and there are already some signs that last autumn's buyers are now starting to take their profits in the lower coupon stocks.

Meanwhile, the gilt market went modestly higher yesterday on the back of the lower than expected PSBR targets and the immediate exhaustion of the long "tap". At the day it lost part of those gains, but thoughts that there might be a new "tap" today, the better than expected United States trade deficit and the BOC developments.

Beneath the surface, however, most of the money was spent pondering the future of the Government's foreign exchange strategy and asking endless attempts to find nuances in the Chancellor's speech and his replies to questions on Wednesday. The idea that the Government might simply let the money supply grow above its ceiling for a few months to frighten off foreign inflows is generally regarded as unlikely.

For the present, the key remains the size and composition of the overseas inflows and the authorities' ability to continue shifting assets short term liquidity into longer term instruments—a task that could become much more difficult if, as some believe, the nature of the inflows are now changing from investment inflows to (multinational) corporate flows finding their way straight into M1.

Yesterday's announcement that merger talks were off between Bath & Portland and Fairclough Construction brought a very shakeout in the shares and no doubt added to the public eye since the introduction in April of the new early disclosure de drafted jointly by the Takeover Panel and the Stock Exchange. The question whether the new rules, by requiring publication of bid talks at a much earlier stage than was previously the case, have led to a higher incidence of merger failures. Merchant bankers tend to think not. There has always been a high failure rate, and the only difference is that the failures are now more exposed to the public view where previously they were not. Nonetheless, there is a widespread feeling that the new rules have created problems in some cases, not least being that closure has actually precluded adequate discussion of takeover approaches.

vestment trusts ids revive the guments

concerted attack on investment trusts is under way from nationalised pension funds. Having been disappointed by losing Standard Trust to the Prudential, British Life is back again with a near £80m offer of Edinburgh and Dundee Investment Company, which has been duly rejected. That rejection left The British Investment Trust little option but to reject in turn its offer of nearly £100m from the coal board pension fund. There are differences between portfolios of the two trusts, BIT is in heavy and brings its management with it comparisons are much easier between them than between most companies, and on face of it, the British Rail offer for Edinburgh and Dundee looks considerably more generous than the coal men's offer for

Both trusts wish to get as close to asset value on a going concern basis as possible. This takes off prior charges at market value, excludes contingent tax liabilities and makes no deduction for potential surrender on transfer, of 25 per cent of the dollar premium.

Anyone who thinks such a valuation unrealistic should refer to Guardian Royal Exchange's £40m offer for Metropolitan Trust in 1973 when just such a deal was done. Discounts in the market on going concern values are far different now, but the narrowing from a third to around 27 per cent that took place a month ago has been maintained, and with agreement, a bidder can offer something very close to the underlying assets without getting less shares than were paid for.

Meanwhile, institutional investors in both trusts will be voting with their feet to invest elsewhere in the sector. Yesterday both trusts were being quoted at discount on the estimated offer prices.

The danger is that by holding out for the last penny or so per share the pension funds might get fed up and retire from the scene leaving future equity investment to painful, slow buying.

Buying of an investment trust is only worthwhile if it is less trouble than going into the market. If pension funds disappear, the chances of the current discount on asset values being further reduced will disappear, and the sector will again lose its attractions. Its total assets are around £6,000m, out of that the £180m involved in these bids is small but not necessarily insignificant, for if a narrowing of discounts is likely from more bids, a good slice of this money could be reinvested. Investment trusts were originally set up for the small investor, and better performance would perhaps tempt him back, which would be good for the market as a whole.

British Rail is offering 100 per cent of net asset value minus prior charges at par, tax liabilities and any termination agreement with the managers. Baillie Gifford, but is not deducting the dollar premium surrender as it should receive a concession from the revenue. The offer could possibly be bettered both from a reduction of tax and stamp duty with agreement. It seems a shame that agreement is missing. But the coal men should improve their 98 per cent of asset value offer to 100 per cent.



It is hard to imagine a United Kingdom clearing bank during a rights issue as long as the present level of interest rates continues to put such severe pressure on banking profits. Irish banks, too, have had to contend with almost as steep a decline in rates, but it is clear that their profits are holding up much better than those of their British counterparts. Allied Irish Banks, the second biggest in Ireland, and whose chairman is Mr. Edmund O'Driscoll (above), has comfortably surpassed outside forecasts with an interim profit improvement from £9.2m to £16.7m and has duly accompanied its results with a two-for-seven rights issue at 11p to raise £17m.

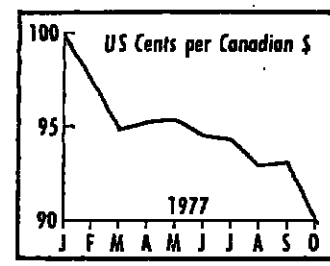
Unlike the United Kingdom clearing banks, the Irish banks have at least been able to boost useful volume growth to offset the deterioration in interest rates. The Irish economy has been growing at around 6 per cent annually and Allied Irish's loan book has grown from £759m to £834m between March and September. But the Irish banks have also enjoyed the benefits of a much bigger involvement in the gilt-edged market than United Kingdom banks, which relates largely to the tougher liquidity ratios they have had to observe. In Allied Irish's case this has been especially pronounced because of the big inflows of deposits to its subsidiaries during the bank strike last year.

So while second half results will be down on the first, the bank can still talk of a "very satisfactory" full year, which holds out hopes of £32m against £23.2m last time, and the only real problem for the shares, up 5p to 147p yesterday, is that on past experience it could take some time for the rights issue to be absorbed.

The Canadians wrap up against a harsh economic winter

John Best

A package of special measures is being introduced by the Canadians to help the country through its worst crisis since the Great Depression



Canada remains in the grip of perhaps its worst economic crisis since the Great Depression and, with winter coming, there is no reason to expect any fundamental improvement soon.

Unemployment is now at 8.3 per cent and inflation has been getting worse instead of better. Economic growth is sagging.

Uncertainty caused by the threat of Quebec's secession from the confederation is having a dampening effect on economic prospects, although this factor is difficult to measure. Quebec itself has been hurt by the departure of a number of businesses—precisely how many seems to be a matter of some argument between the provincial government and others for Ontario and the United States.

Recognizing that the present extraordinary situation in Canada demands an extraordinary response, the Government recently presented the Canadian Commons with what amounted to a mini-budget. It contained measures aimed at tiding the economy over the coming winter, a particularly severe time of year in Canada from the point of view of weather and of unemployment.

The measures include a personal income tax cut of up to \$100 (about £51) for low and middle-income taxpayers. This will come into effect in January and February of 1978 and is designed for maximum seasonal impact. \$700m (£354m) is expected to be released for injection into the economy.

The measures also include a further \$100m for federal job creation programmes, bringing the total in the fiscal year to \$1,000m, and a \$100m tax credit scheme to encourage job creation by businesses.

Mr. Jean Chretien, the Finance Minister, in his first speech to the House of Commons since taking over the finance portfolio last month, told the House that the measures were meant to stimulate demand and put men to work without increasing the danger of inflation.

Just as important in the longer term however, was Mr. Chretien's announcement that wage and price controls will be gradually lifted over a one-year period beginning on April 14 next year. This should help the business community regain some of the spirit and confidence it has lacked through not knowing just when and how the controls, imposed two years ago, would end.

The result could be more investment and an increased tempo of business activity all round.

Although business went along with the restraints programme for a year or so, it has recently joined organized labour in the opposition to the controls. Business has come to feel that they stifle incentive and complicate planning.

Mr. Chretien attempted to show that the controls have done more or less what the Government intended in curbing inflation, but they have

not lived up to expectations. The rise in the consumer price index over a period of 12 months was recently running at above 8 per cent although there were indications that prices might soon begin moderating again. At this point, according to the time-table which Mr. Pierre Trudeau, the Prime Minister, gave the Canadian people when controls were imposed in October, 1975, the yearly advance should be about 6 per cent.

As for next year, when, according to the original projections, inflation should dip to 4 per cent, even Mr. Chretien is now predicting no better than 5 per cent.

It takes some optimism to believe, as the Finance Minister predicted, that economic growth will reach 5 per cent next year, though this level is required just to keep unemployment from getting worse.

No many months ago the Government was forecasting a 4 per cent growth for this year, but it has since roned its forecast down to 2 per cent and there are those who believe it takes a miracle to accomplish even that.

The magic ingredient that the Government is counting on to bring Canada out of its doldrums—or, as Mr. Trudeau says, its "malaise"—is harder work by the people, combined with lower expectations.

"Progress will be slow and it will require hard work, more productivity, lower expectations and greater responsibility on the part of all Canadians," Mr. Chretien told the House. He told a press conference later: "Our competitive position is deteriorating every day."

He was alluding to the fact that Canadian production costs have got out of line with those in the United States, Canada's principal foreign market and also its chief competitor on world markets.

This is serious, considering that nearly one third of Canada's income comes from exports.

Mr. Chretien drove the point home by noting that in his own Quebec constituency of St. Maurice, east of Montreal, paper mill workers were getting \$1.50 an hour more than those in the south of the United States.

Similarly, Mr. Trudeau has noted that while Canadian

ment factors such as noise, safety and toxic hazards; evaluation of textiles and consumer protection; and the least advanced.

In technology transfer, as in advanced textiles research, the appropriate research associations (RAs) are well placed to serve the needs of industry. They include the Fabric Care RA, Harrogate; Hosiery and Allied Trades RA, Nottingham; Lace RA, Nottingham; Lambic Industrial RA, Lisburn, Co. Antrim; Shirley Institute, Manchester; and Wool Industries RA, Leeds.

These changes have come together as the Textile Research Council, one of whose main tasks is to harmonize and coordinate all textile and clothing projects funded partly by industry and partly by the Department of Industry. Recent changes in the shape, size and structure of the textile industry has been reflected in the research backing which the RAs provide for the industry.

The council's programme has included major projects in the main aspects of textile production (raw materials; fabrics; and coloration, drying and finishing); garments; quality control; technological and economic assessments; environ-

mental factors such as noise, safety and toxic hazards; evaluation of textiles and consumer protection; and the least advanced.

Automated knitted garment production and computer-aided lay planning and cutting are included in the garments projects. A lay-plan is the arrangement of garment pattern pieces on a length of cloth so that as little cloth as possible is wasted; a computer-aided method reported in the council's 1st annual report gave a cloth use of almost 80 per cent for a typical set of garment pieces.

The accuracy of cutting as well as planning of materials should be amenable to automation by computer-based techniques, so increasing productivity and reducing costs. One government-backed example is the development of a computer-guided laser machine which would be able to cut out the cloth of a man's suit in only two minutes.

In this the knowledge of an Atomic Energy Research Laboratory is being tapped; and GARB hopes to encourage a GARB company to manufacture the system.

With Department of Industry support, a model clothing factory has been set up to measure the benefits and performance of important techniques and procedures in an actual factory. The first factory chosen was that of a manu-

facturer of men's trousers and suits; under WIRA auspices new techniques have been introduced and their effectiveness monitored. Productivity has been substantially increased.

A major speculative project which, if successful, could have a profound effect on the industry is the development of a high-speed weaving technique. GARB noted in its last annual report.

Behind this brief sentence lies an exciting development at Cambridge Consultants, which it is hoped will overcome some of the inherent limitations of the weaving process and so make it more competitive with the speed and flexibility of knitting.

For various technical reasons, knitting machines (which are, in general, used with synthetic fibres) are more productive, reliable, economical and adaptable than weaving machines (still based mainly on the traditional cotton and woolen fibres).

Some advances in weaving looms have been made, including machines which use air-jet and water-jet techniques to increase productivity, but their effectiveness is limited. A speed increase was obtained when single-phase designs gave way to multi-phase machines but the

productivity of the first-generation multi-phase looms is still low.

The Cambridge development is aimed at what could become the first of a second generation of multi-phase looms. It uses an original invention known as pneumatic shedding which, according to Mr. Roger Gray, project leader, "essentially replaces the reciprocating motions of conventional shedding mechanisms with rotary motions and air jets, restricting reciprocation to just the warp yarn and fabric". Much faster operation is possible.

Mr. Gray quotes United States sources which indicate that weaving is likely to continue to be the major process for cloth production in the 1980s, despite earlier forecasts that knitting and non-wovens would be dominant.

"Perhaps this trend," he said, "together with the eventual successful development of the first major British weaving invention this century, will ensure that the United Kingdom reestablishes itself as a force to be reckoned with in the world weaving machinery market, now worth about £500m annually."

Kenneth Owen
Technology Correspondent



The Parliament buildings in Ottawa. It is hoped that the measures announced there for stimulating the economy will bring back a more relaxed climate during the coming year.

wages in the manufacturing sector were 2 per cent above those in the United States, productivity was 20 per cent lower. Canadians, he is fond of saying, must learn to live within their means. "We must produce more if we want to continue to consume as much."

Two factors should serve to make Canadian products more competitive and thus help the process of economic recovery. One is that wage settlements have in fact been brought down, from an average of 22 per cent in the first half of 1975 to 8.5 per cent in 1977. This has already been reflected in an improved trade balance, despite Mr. Chretien's reference to a deteriorating competitive situation.

The other is the recent decline of the Canadian dollar on world money markets. At one point it dipped below 90 cents to the American dollar, its lowest level since the 1930s.

This is a mixed blessing, however, since it tends to aggravate inflation by increasing the cost of the goods that Canada imports and also reflects a certain lack of international confidence in Canada and its economy. Such a lack of confidence can hurt a country so dependent on foreign trade and on foreign

capital to develop its resources. It is, of course, too early to predict whether the measures introduced by Mr. Chretien will produce the desired effect. A lot will depend, as usual, on the pace of economic recovery in the United States, since Canada cannot be unaffected by the economic trends of its giant neighbour.

A lot will also depend on the Quebec situation, which is filling the minds of foreign investors and Canadians alike with doubts about the future of Canada. As Mr. Chretien put it: "People are concerned about whether Canada will remain a united country and that concern has added to our economic difficulties. Until separatism is defeated, it will impede the economic progress not only of Quebec, but of the rest of the country as well."

Assuming that the country hangs together—and Mr. Chretien for one said that he is sure that it will—the longer term outlook may be rosier than the short-term reality. That is because of the stimulus which construction of the multi-billion-dollar Alaska-Canada pipeline through the Yukon and Alberta will give to the economy in the early 1980s.

Knitting together the strands of textile research

Research and development tends to take a low priority in companies, whatever their size, in times of economic difficulties. When, as in the case of textiles and clothing, a substantial part of the industry consists of small manufacturers who have no research and development resources of their own, the problem is accentuated.

Promoting the application of research and development in the technologically under-nourished sectors of the textile, clothing, footwear, leather and related machine industries is difficult, according to the Government's Garment and Allied Industries Requirements Board.

This board, appropriately abbreviated to GARB, is one of a number of joint industry-government groups operating under the auspices of the Department of Industry, whose job is to establish priorities for research and development in different sectors of industry.

One of the trends in the Department of Industry's drive to modernize British industry, actively promoted by Dr. Duncan Davies, who recently moved from ICI to become the department's chief scientist, is that of technology transfer, the most of research and development that has already been carried out by encouraging its dissemination as widely as possible.

This does not mean that the

advanced concepts are being neglected; but it recognizes (and is trying to correct) the wide differences between the most advanced and the least advanced.

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Kenneth Owen
Technology Correspondent

Business Diary: Dropping the pilot • First class, Post Office

tical metaphors were given exhaustive—for some existing—airing when Sir Ronald McIntosh spoke to the don region of the National Association of Building Trades Employers yesterday. Sir Ronald stepped down as Director of the National Economic Development Office before the end of the year.

Mr. Boucher, the builders' ident, kicked off by saying that Sir Ronald had said the NEDO was in a "shape". In a style beloved of politicians, he went on: "It is our hope that as a ship of state, having weathered the storm and only escaped the rocks will hold on course and make progress in calmer seas."

Sir Ronald, a former Merit Navy navigating officer, not let his opportunity pass. "We had been times in last few years when he had more like a 'navigation' on." This meant "marking middle ground in a danger-channel—pointing the way for water, able to flash the al 'You are in danger'—powerless to stop the ship from self-destruction or argue in the galley when they were on the bridge."

He waded still deeper into muddled waters of recent times. "The ship of state has last year or so slipped



Sir Ronald McIntosh.

past the worst dangers—some times with only an inch or two beneath her bottom—into waters smoothed by the timely pumping of oil."

He continued: "This condition has been helped no doubt by more reliable charts kindly provided by international hydrographers and by the arrival of a relief captain with, perhaps, a surer knowledge of tides and currents than his predecessor."

But what is Sir Ronald's next port of call? A senior job with merchant bankers S. G. Warburg has been mentioned as a possibility.

Sir Ronald was not saying—and won't say until his successor is named. He hopes that that will be soon.

Meanwhile, he has some tight-

hearted advice for the Government should it choose to advertise for a successor: "The advertisement should carry a rider—Only masochists need apply."

The much-maligned Post Office yesterday received a handsome accolade from the Royal Society of Arts for putting a brave face on things. It was among seven recipients of the society's 1977 presidential awards for design management.

There were murmurs of dissent from some who talked about quality of service, but the judges, chaired by Sir Ernest Goodale, were adamant in their verdict. At least, the Post Office was setting an example to the country's public institutions. It was, indeed, among the foremost patrons of freelance designers in the country.

Post Office concern for design evidently goes back a long way. Rowland Hill called in three Royal Academicians to advise on the design of the Penny Black; and the classic telephone kiosk was the brainchild of Sir Giles Gilbert Scott, who was also responsible for the House of Commons.

The Post Office, it seems, was not to blame for an inheritance of dull neo-Georgian post offices and telephone exchanges, provided by the Ministry of Works. It has only recently begun to co-

ordinate the huge range of design work involved in its operations.

That the new telephone directories do not fit the slots in the old phone boxes is just one of the transitional problems.

Hard-pressed speakers at both private and public functions have seized upon Sir Ronald Dobson's misfortune at the hands of a tape-recorder with alacrity. Yesterday it was the turn of Lord Home of the Hirsel—the former Sir Alec Douglas-Home. He brought light relief to a rather staid Bankers' Trust luncheon in Birmingham when he said: "I am impervious to the use of unofficial recording instruments, because I no longer have any offices to resign from."

John Snowden, chairman of C&L, the construction group, wishes he could do a few more deals like one involving buying the lease of part of the Stamford Hotel in St. James's, London.

Costain acquired the lease just after the 1939-45 War when, in a London hit by an hotel famine, it needed to find accommodation regularly for overseas customers in town to talk construction business.

The hotel has been commandeered for various official purposes during the war. The lease

was for 99 years with no reviews, involving an annual sum "a little bit less than a moderate pay packet."

Late last year, when Costain was buying the freehold of the adjoining property, which forms an extension to the Stamford, there seemed to be a case for buying the freehold of the original building too, which it did at a very reasonable price.

Why not have hung on to such a lease? The Snowden philosophy on that was that Costain had the money, the price was right and "how cheap is cheap?" The answer there, one might guess, is in the region of £100,000.

Wayne Rieker, a 55-year-old Californian is in Britain trying to sell a new quality control aid to management.

He frankly admits that he plucked the idea from the Japanese and like many successful management aids it is endearingly simple: You persuade groups of workers to meet for one hour a week purely voluntarily—but in the company's time—to discuss quality failings and recommend solutions.

So what's new about that? He asked him yesterday. Quality control committees, works councils—call them what you will—have been at work here for years with varying degrees of success.

"Quality control circles

(QCC) need channelling in the first place with training schemes and manuals, and that's where I come in. Today some six million Japanese workers are taking part in QCC," he said.

I installed it at Lockheed three years ago and obtained a six-to-one return on the investment involved."

Rieker was employed by Lockheed for 35 years, latterly as a manufacturing director of its ballistic missiles division. So convinced is he that the voluntary circles idea is a winner that in January he retired early and formed his own consultancy company.

PA Management, one of the more down-to-earth British consultancies, has just taken out a licence in the United Kingdom. It is talking in terms of QCC's costing between £5,000 and £15,000 to install in a company with a payroll of 500.

It has high hopes of selling it to British motor manufacturers.

The Reverend Canon Eric Savon, rector of St. Ann's, Manchester, points out that income tax returns from Anglican clergy throughout the country are dealt with by HM Inspector of Taxes, East 1 District, Parson's Estate, Washington, Tyne and Wear. He feels the address would be even more appropriate if persons actually had estates.

Leisure & General Holdings Limited

Our Business: Bookings, Holiday Homes, Catering, Nightclubs, Casinos, etc.

The Outlook for 1978

"The present year has started well... I feel confident that we can look forward to further significant increases in turnover and profit for the year to 30th April 1978. We are continuing our programme of internal growth and development, but, at the same time, we are looking for further opportunities which will allow us to take advantage of the improving climate in the Tourist and Leisure Industries."

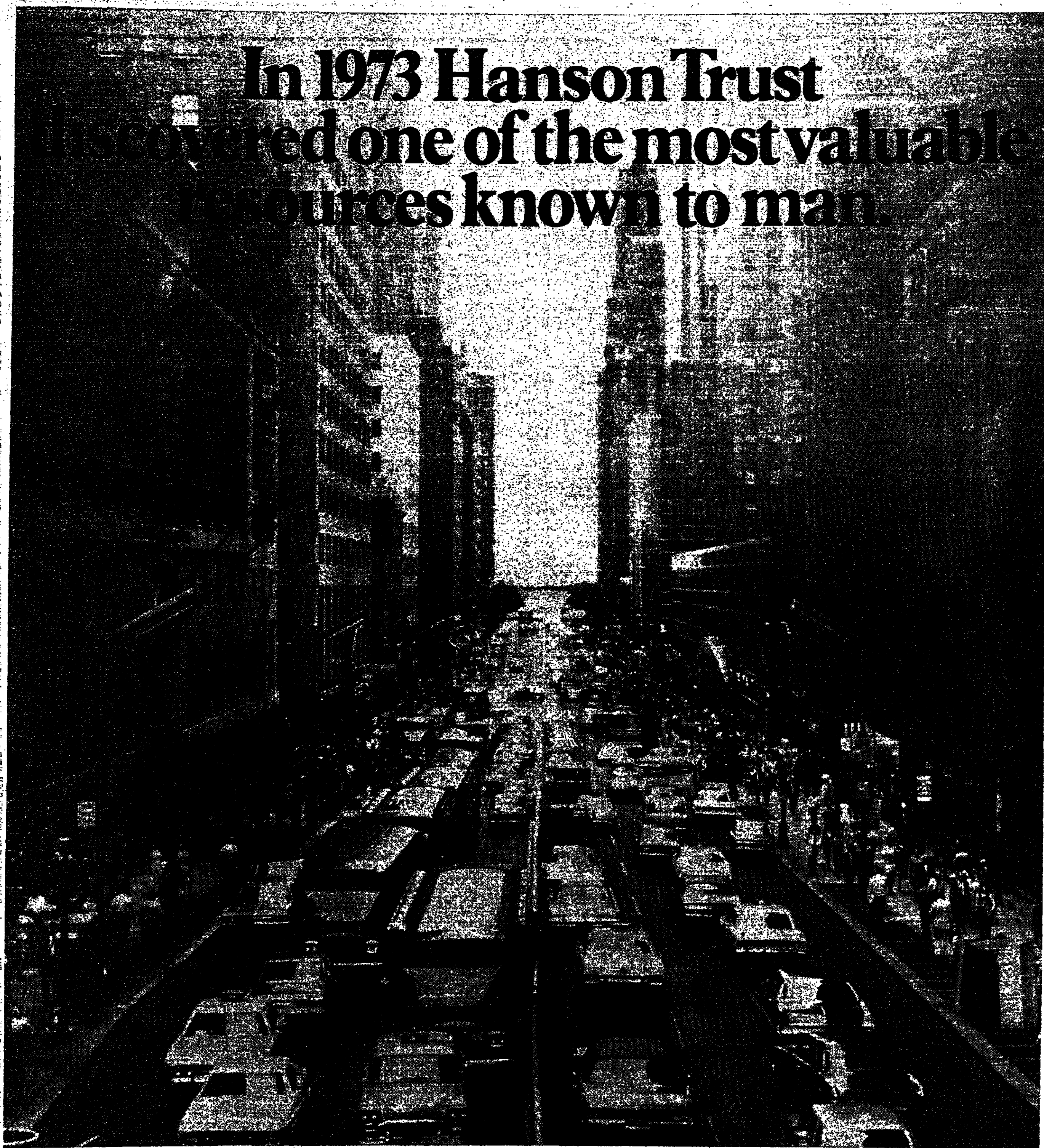
John Chapple, Chairman

The Results for 1977

	Year to 30th April 1977	Year to 30th April 1976
Group Turnover	£700	£600
Profit before tax	24,246	22,480
Shareholders' Funds	925	732
Net Dividend per share	3,674	3,367
Dividend cover	1.538p	1.735p
Earnings per share	3.3	3.0
	6.4p	5.2p

If you would like a copy of the Report and Accounts, please write to: The Secretary, Leisure & General Holdings Limited, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 3

In 1973 Hanson Trust discovered one of the most valuable resources known to man.



Americans.

This year consumer expenditure in the US will be some \$1,205,000,000,000. Even a small percentage of that makes a very attractive prize for any company willing to risk the price of entry. Yet so often the land of golden opportunity has been the graveyard of UK enterprise. One of the major reasons for failure has been the inability of many foreign companies to conform to the dictates of the American market place.

It takes an American to understand an American

When Hanson Trust decided to enter the USA in 1973, we applied exactly the same criteria as we do in any other market. We relied on native management to produce the earnings we demand from an investment. Thus acquisitions remain entirely autonomous and continue to run as before Hanson Trust's interest. Apart from rigid financial control, our American management teams have freedom to

run their American businesses the American way for the benefit of all our shareholders.

A management pool with no shallow end

Our policy of buying into basic markets with companies which have management potential has brought a gratifying degree of success. It means that not only is there a depth of expertise available to maximise every growth opportunity, it also means existing business is run very profitably. In fact, over 60% of Hanson Trust's profits were generated in the United States last year. How many other British companies do you know who've had this level of success across the Atlantic?

Foresight Saga

One last point.

It wasn't an accident that Hanson Trust chose (against all conventional patterns) to invest in the

Copies of the accounts are available from Hanson Trust Ltd, 180 Brompton Road, London SW3 1HR. Tel: 01-589 7070.

US in 1973. It was the deliberate result of careful market and economic analysis. And while others are now following into the US market, Hanson Trust is solidly entrenched and reaping the rewards of its investment analysis and management creativity.

This depth of expertise and original business thinking is applied to every facet of Hanson Trust's operation. And that gives Hanson Trust a unique strength. Although we don't have a crystal ball and can't guarantee the future, shareholders must be reassured to know that Hanson Trust's emphasis on good management means that there will always be the expertise available to make the most of every growth opportunity.

Hanson Trust

The industrial management company
where people are as valued as assets.

Property



Riverside, Clare, Suffolk

Some 'very good houses' in the 1930s

Houses built between the wars and more particularly, perhaps, in the 1930s, are often good buys. It is true that a fair amount of so-called 'jerry-building' was carried out in the lower price ranges in the rush to produce ever cheaper properties, but in the upper price brackets some very good houses were built, usually on a more generous scale than to be found in the more straitened circumstances of today.

One interesting property which illustrates the point is a house called *Camelot*, in Nightingales Lane, Chalfont St Giles, Buckinghamshire. It was built in about 1936, with an addition made some six years ago, and is constructed with multi-coloured facing bricks, partly tile-hung on the upper parts.

It has two main reception rooms, a sun lounge, a main bedroom and bathroom suite and four further bedrooms, and a dressing room. Interestingly, some of the rooms have a complete half circle of windows, rather than the more usual bay. Also included in the sale is a bungalow with a sitting room and two bedrooms.

Grounds include a water garden and a paddock of some three acres and in all the property runs to about six acres. The price is £120,000 and the agents are Hetheringtons, of Geyrards Cross.

Slightly older is *Moreton House*, at Chertsey, Surrey. It was built in 1929 in Georgian style with a parapet roof and tall square-paned sash windows. Accommodation is extensive and includes two main reception rooms, sun room, morning room, study and a playroom downstairs.

On the first floor are a main bedroom and bathroom suite and six further bedrooms. The second floor is a self-contained flat with a living room and three bedrooms. Gardens and grounds of about 14 acres go with the property for which offers of about £70,000 are being asked.

An additional two acres or so, with some 6,000 sq ft of greenhouses on which a commercial nursery undertaking has been carried on is also available. The agents are Messengers May Baverstock, of Farnham.

Further down the price scale is *Weald Cottage*, at West Broyce, some two miles from Chichester and close to the South Downs. Built in the 1930s, it is typical of its period and has an L-shaped living room, a dining room, playroom

Country property

BIDWELLS chartered surveyors
Telephone: 01223 400000

REMINDER

BOYTON HALL FARM

HAVERHILL, SUFFOLK
174 ACRES
WITH FULL RESIDENTIAL CONSENT
WITH OUTLINE RESIDENTIAL CONSENT
SCHOOL SITE
COTTAGES AND BARN FOR CONVERSION
PRIME FARM LAND
CURRENTLY LET AND YIELDING
£2,027 p.a.
FOR SALE BY TENDER
DECEMBER 1ST, 1977
Joint Agents: Farm Wright Garrod Turner, 148 High Street
Colchester, Essex. Telephone (0206) 48151

SCOTLAND-CAITHNESS

MAGNIFICENT HOUSE comprising of 11 bedrooms and 3 bathrooms, stands in its own grounds on top of a cliff overlooking the sea. It has its own beach and also fishing loch. Built around 1810 and in very good decorative order. Stands in 15,000 acres. Freehold offers in excess of £75,000 for quick sale.

Write for details—Statureworth Ltd., Pyramid House, 952 High Road, Finchley, London N.12.

Delightful Usk Valley Position

OFF THE A48 road near ABERGAVENNY. Charming 18th century residence of the 1700s. The house is built of local stone and has a fine interior. It is situated in a beautiful valley with views of the Usk and the Brecon Beacons. The property is in excellent condition and offers a unique opportunity to live in a historic house in a beautiful location.

J. STRAKER, CRADWICK & SON,
ABERGAVENNY. TEL: 2624/25

TENTERDEN

Scheduled property of historic interest. Late Georgian house of 17th century. The property is situated in a beautiful location and offers a unique opportunity to live in a historic house in a beautiful location.

SEVENOAKS
New Detached House from £30,950 in Lakeside Setting. Some early 19th century. 4 bed., 2 baths, etc.

NORFOLK

A luxury, recently completed, 12th century house. The property is situated in a beautiful location and offers a unique opportunity to live in a historic house in a beautiful location.

SEVENOAKS
New Detached House from £30,950 in Lakeside Setting. Some early 19th century. 4 bed., 2 baths, etc.

COUNTRY BUNGALOW

RYE 4 MILES
A 4 bedroom bungalow with 2 reception rooms, double living room, kitchen, bathroom, and a large garden. The property is situated in a beautiful location and offers a unique opportunity to live in a historic house in a beautiful location.

Properties under £25,000

EARLS CT. SQUARE Luxury 2 bed. flat. Recpt. dining. conservatory/patio, mod. k. & b. c.h. 42 years. £24,500.

ALDERNEY ST. PIMLICO Mod. 1st floor balcony flat near station. 31 years. £22,000.

CHICHESTER 2 bed. 2 bath. 31 years. £17,500.

CHICHESTER 2 bed. 2 bath. 31 years. £17,500.

CHICHESTER 2 bed. 2 bath. 31 years. £17,500.

QUEEN ANNE GEM

IN CONSERVATION AREA OF DEAL, KENT
Laid by sea and Russian Doves. 2 double bedrooms, 1 single with built in cupboards. Spacious living room with yellow pine and attractive fireplace and dining room with bay window. Large kitchen with charming arch recess. Large bathroom/w.c. central heating. Carpeted with living room, studio, fully centrally heated, with hot air. Fabulous views throughout.

Offers region of £20,000. Collection of yellow pine panelling, double canoe good condition.

Telephone weekly 450 8347
w/ends Tel 03045 62774

CHELSEA

Artist Studio (just off King's Road)
A large room 15ft. by 21ft. with full size light. It is part of a purpose built studio complex where other artists work. One of the best locations in the area. Fully equipped with all the facilities. Includes night storage heating, telephone, water, central heating and sink and use of toilet. It is fully carpeted. This studio is an ideal work place for a professional artist. Lease renewable.

£3,000
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NEAR HYDE PARK
Newly decorated third-floor flat in well-managed block with lift. Large sunny, tiled lounge, large dining room and bathroom. Fully fitted kitchen with Wrighton wall units and built-in oven. Low outgoings, and free ground rent. 88 year lease. £1,500 incl. service. See agent.

Telephone 01-582 5983 even.

SEVENOAKS

New Detached House from £30,950 in Lakeside Setting. Some early 19th century. 4 bed., 2 baths, etc.

GEERING & COLYER
Tonbridge (Tel: 36681) or
Tunbridge Wells (Tel: 25136)

CHEERFUL, RELIABLE AUDIO TYPIST/SECRETARY

19 years to join friendly, young, efficient, conscientious team in the West. Salary £2,500 p.a. plus benefits. 2 weeks holiday. For immediate consideration. Phone Miss Catlett 455 3211

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Wanted for Major Company. The office and arrange Company. Salary £2,500 p.a. plus benefits. 2 weeks holiday. For immediate consideration. Phone Miss Catlett 455 3211

TRAVEL CO., W.I. Suit

Wanted for Major Company. The office and arrange Company. Salary £2,500 p.a. plus benefits. 2 weeks holiday. For immediate consideration. Phone Miss Catlett 455 3211

FOR SALE

12 acres of land plus small cottage at Meeneyre, County Down. Offers over £10,000 free.

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after 6 p.m.

LONSDALE ROAD, W.11

MODERN PATIO MAISONETTE. Situated in a quiet, leafy, tree-lined street. 2 bedrooms, 2 bathrooms, large living room, kitchen, and a large garden. The property is in excellent condition and offers a unique opportunity to live in a modern house in a beautiful location.

01-547 6042
after 6 p.m.

St. Monde LA STAMPA

Learn about European affairs by reading Europa, published on the first Tuesday of each month with The Times.

Secretary INDUSTRIAL RELATIONS

Hoechst UK Ltd., part of one of the world's leading chemical and pharmaceutical groups, require a Secretary (with shorthand) to assist their Industrial Relations Manager. The job will involve, as well as the usual secretarial duties, plenty of contact with senior management and union representatives, both from within the company and outside.

Candidates should be well educated and should have received formal training at a secretarial college. In addition, they should be able to work calmly under pressure, be tactful and have a sense of humour.

We offer a good salary, and other benefits are of the high standard expected from a major international company, including a free coach service from local underground and BR stations. Our modern offices are situated in Hounslow West close to the A30.

Please apply to:
Mr. D. N. Beazley, Industrial Relations Manager,
HOECHST UK LIMITED,
Hoechst House, Salisbury Road, Hounslow, Middlesex.
Tel: 01-570 7712, ext. 3058.

Secretary/PA

is required to assist Managing Director of national motor distributors.

Applicants, aged 22+, should have good secretarial skills, ability to organise and use initiative.

This interesting job can be demanding and would appeal to someone who enjoys responsibility and job involvement. Limited travel. Fringe benefits.

Starting salary negotiable at £3,250.

Please contact Sue Nettell, 01-629 0453 for further details

YOUNG SECRETARY

To work on own initiative, good education, skills and personality. Interesting and varied work with personal contact. Own bright office overlooking the River Thames. Salary to £3,200 p.a. 3 weeks holiday. Home David Bloomfield, 839 1211 for appointment.

SECRETARY

Personal and confidential secretary required for 2 partners in a professional firm near Victoria Station. Excellent salary and conditions. Shorthand not essential. Write in confidence with details to:
B. Tomlinson
Deare and Henderson
4 Lygon Place
London SW1W 9JL
or Telephone 01-730 1119 or 01-730 6901 for an interview.

EXAMINATIONS CLERICAL ASSISTANT

Red Cross needs an Assistant preferred age 20-24 to work in a small group assisting with the marking of examinations. The work is of a clerical nature and involves a lot of typing and proof-reading. The successful candidate will receive a salary of £1,500 p.a. plus benefits. For further details contact: 01-730 6901.

NON-SECRETARIAL

HAIDERHEAD CO. requires a Co-ordinator for Training. The successful candidate will be responsible for the co-ordination of all training activities within the company. The position offers a salary of £2,500 p.a. plus benefits. For further details contact: 01-730 6901.

CONTRACTS AND TENDERS

DEMOCRATIC AND POPULAR REPUBLIC OF ALGERIA
Ministry for Energy and the Petrochemical Industry
Entreprise Nationale Sonatrach
Marketing Division
Home Market Directorate

International Invitation to Tender No. 2/77

As part of a programme for the setting up of 31 integrated plants for the distribution of petroleum products (fuels, bitumen, lubricating oils, LPG, etc), Entreprise Nationale Sonatrach invites, in respect of 7 units, tenders for the design, supplying of equipment, the construction and commissioning in Algeria of the following:—

Five (5) integrated distribution plants for secondary deposits;
Two (2) integrated distribution plants for primary deposits;
One (1) drum filling centre for LPG.

DEMOCRATIC AND POPULAR REPUBLIC OF ALGERIA

Ministry of Hydraulic Engineering, Land Development and the Environment
International Invitation to Tender

DEMOCRATIC AND POPULAR REPUBLIC OF ALGERIA

Ministry of Hydraulic Engineering, Land Development and the Environment
International Invitation to Tender

DEMOCRATIC AND POPULAR REPUBLIC OF ALGERIA

Ministry of Hydraulic Engineering, Land Development and the Environment
International Invitation to Tender

£6,000 plus appointments

Director

Engineering Industry Training Board

The EITB - largest of the Industrial Training Boards established by the 1964 Act - exists to serve the varied training needs of the engineering industry, comprising 25,000 establishments employing 3½ million people.

The Director advises and guides the Board in the formulation of policies and objectives and is accountable for their achievement, leading and directing an organisation with a staff of 1,000 and an annual expenditure budget of £35m. Collaboration and communication with the industry, Government, ministries and agencies and other bodies and institutions concerned are important aspects.

Candidates will preferably have an engineering degree or professional qualification and be aged between 40 and 50. Their careers must provide evidence of high managerial, administrative and intellectual competence, within some organisation of substance, and an appreciation of the engineering industry and its training requirements.

Salary negotiable (about £15,000), plus car and other benefits. Location Watford.

Please send relevant details - in confidence - to P. Saunders, ref. A.37557.

This appointment is open to men and women.

RISL Management Consultants

Management Selection Limited
17 Stratton Street London W1X 6DB

Director of Engineering

The Independent Broadcasting Authority will shortly be appointing a Director of Engineering to succeed Howard Steele. This Director is based at the Authority's Engineering headquarters at Crawley Court, near Winchester. Applications are also being invited from within the Authority.

This is one of the most senior posts in British broadcasting. The Authority's Engineering Division consists of some 950 staff and is responsible for the operation, maintenance, planning and construction of a growing network of television and radio transmitters (at present totalling about 400). The Division also includes an experimental and development department, an engineering information service, and sections concerned with liaison with programme companies about the technical standards of the Independent Television and Independent Local Radio services.

The salary will match the requirements of the post.



INDEPENDENT BROADCASTING AUTHORITY

Those interested should send their applications to Sir Brian Young, the Director General, at 70 Brompton Road, London, SW3 1EY as soon as possible, and in any event not later than 18th November.

The Law Society C. £10,000

SECRETARY, FINANCE AND ADMINISTRATION-DESIGNATE

Applications for the above post are invited from professionally qualified Accountants, preferably under the age of 50, and ideally with experience in commerce, industry and their profession, with a view to succeeding the present Secretary, Finance and Administration on his retirement.

The Secretary is responsible to the Secretary-General for all financial aspects of the work of The Law Society as a professional body and as the organisation responsible for the administration of legal aid in England and Wales. The post also covers the supervision of senior staff responsible for administration, personnel, library, catering, office management and other services and calls for the character and ability to work as a member of the senior management team.

Write for copy job description and application form, to be returned by 11th Nov., to: The Secretary-General, The Law Society, 113 Chancery Lane, London WC2A 1PL.

Financial Controller

LONDON

We are the UK subsidiary of a major American company in the field of education with extensive operations around the world.

The position reports directly to the Divisional Controller in the USA. He/she will be completely responsible for the maintenance of financial reporting to both the USA and local operating management.

The successful candidate must be qualified (ACA or ACCA) with at least 2 years of post qualification experience as Chief Accountant or similar. The position requires initiative and ability to work to strict deadlines. Salary circa £7,000 p.a.

Please send detailed CV to CCM, Kern House, 61-62 Lincoln's Inn Fields, London, W.C.1, for the attention of Mr Justin.

MULBERRY COMPANY

Production Manager

This extremely successful, internationally recognized young company is seeking an outstanding production manager. Preferred age 25-32 to give the opportunity to grow with this rapidly expanding company. There is a wide spectrum of products covering handbags, tweed jackets, belts, ties, etc., with the emphasis on high quality leather products. Most suitable background would probably be practical experience in development and of leather goods or allied trade, probably with business studies training. Services experience (i.e. work study, etc.) is unlikely to be suitable unless it is backed by practical experience with all the ability, drive, attention to detail and care in handling personnel that this entails. Our company operates in an attractive part of Somerset, south of Bath, and this gives an opportunity to the right person to settle in a good area with a company with prospects. Removal expenses paid. Salary £5,000 to £7,000 with car, pension and other benefits.

Please apply in writing to: Managing Director, Mulberry Company (Design) Ltd., Chilcompton, Near Bath, Somerset.

HARLOW DEVELOPMENT CORPORATION

HEAD OF ESTATES SERVICES

Applications are invited for the post of Head of Estates Services. The successful applicant will head the Corporation's Estates Department until the wind-up of the Corporation, probably in 1980. At that stage it is expected that the Corporation's appreciable commercial and industrial assets will be taken over by the Commission for the New Towns and it is likely that the opportunity will then be available for the Head of Estates Services to transfer to the Commission.

Salary scale £7,194 to £7,845 plus £120 weighting allowance and supplement of £212 and £208.52 earnings related supplement per annum. Car allowance, superannuation scheme, free life insurance, generous re-location allowances, flexible working hours.

Application forms and further particulars on application to General Manager, Harlow Development Corporation, Gate House, The High, Harlow, Essex CM20 1LJ (Harlow 22001, ext. 228).

Closing date for receipt of applications 14th November, 1977. This advertisement appears with the agreement of The New Towns Staff Commission.

BUTTERWORTH

Tax Technical Editor

A Technical Editor is needed in the Taxbooks Department to contribute to the development of a new series of growing tax books. This is a senior appointment combining creative satisfaction and intellectual talent.

Essential requirements are a sound technical tax knowledge, confidence and tact. Salary circa £5,000 p.a. Applications in writing, including a curriculum vitae to:

CHRISTOPHER KENT, PERSONNEL DEPARTMENT, BUTTERWORTH & CO. (PUBLISHERS) LTD., 38 KINGSWAY, LONDON WC2E 6AB.

Western Australia

DIRECTOR

WESTERN AUSTRALIAN ALCOHOL AND DRUG AUTHORITY

SALARY: \$A28,616 to \$A81,079 per annum, depending upon qualifications and experience.

QUALIFICATIONS:

Registered or eligible for registration in Western Australia as a Medical Practitioner. Preferably with higher qualifications in psychiatry or other relevant disciplines, and with a special interest in alcohol and drug dependency.

DUTIES:

Responsible for planning and directing all treatment programmes at three centres in the metropolitan area and for planning and management of programmes in country areas.

Act in a consultative capacity with Government departments, agencies, educational institutions and industrial bodies to establish programmes for prevention and treatment of alcohol and drug abuse.

The appointee will be required to lecture and provide advice on teaching procedures at hospitals and numerous social and voluntary agencies.

Undertake clinical work with patients as required.

CONDITIONS OF SERVICE:

Three months' long service leave after seven years continuous service, four weeks' annual leave plus 13 statutory public holidays, generous cumulative sick leave entitlements, superannuation benefits and other general conditions applicable to permanent public servants.

Should appointee prefer, a contract for a period of 2 to 3 years could be negotiated. The conditions of service would be the same although the appointee would be ineligible to join the superannuation fund.

Further information is available from the Migration Liaison Officer, Western Australia House, 115 Strand, London WC2R 0AJ.

TRANSPORT:

Passage for married appointee and dependent family under 16 years of age arranged, plus a reasonable amount for removal of essential personal effects, subject to the appointee entering into an agreement to serve the State for one to three years, according to amount of assistance given. Single persons receive assistance in the form of fares only.

GENERAL:

Motor vehicle supplied.

APPLICATIONS:

To state age, citizenship, qualifications and experience to: The Chairman, Western Australian Alcohol and Drug Authority, 25 Richardson Street, West Perth, Western Australia, 6005.

Applications close on December 17, 1977.

Somerset COUNTY COUNCIL

NATIONAL PARK OFFICER

Exmoor National Park

Annual Salary £8,622 x £222 (3) to £9,288 (plus £208 p.a. supplement)

Applications are invited for this post which is a statutory appointment under the provisions of Schedule 17 of the Local Government Act, 1972. The post requires a person of proven ability to organise and lead a team of officers of various disciplines. The successful applicant will negotiate at a senior level, with a variety of national and local interests, must establish good working relationships with local authorities and voluntary interests alike, be alive to the growing concern for conservation and the pressures for recreation and with reconciling these with the needs of those who live and work in the Park.

Proven experience in conservation, recreation and countryside activities is desirable and although the post is not restricted to any particular profession or discipline preference may be given to those qualified in Town and Country Planning and/or Land Agency with experience in local government or similar public employment.

Further details including application form and job specification are available from the Chief Executive, County Hall, Taunton (Tel: 0823 3451, Ext. 335). Applications must be received by Wednesday, 16th November.

UNITED HOUSING ASSOCIATIONS TRUST

UHAT is a registered housing association providing, from offices in London and Manchester, a variety of services to other housing associations. An increasing workload has created a need for a

Project Manager

to work in the London office in the management of the development of rehabilitation and new building projects. The successful applicant will have a sound technical knowledge of building construction. Professional qualifications and a familiarity with public sector housing would be an advantage.

The post is open to both male and female applicants.

Salary £5,000 p.a. plus 1% rise benefits.

Applications to TREVOR HENDY, RIBA

Projects Director

UHAT

2/3 The Sanctuary, London SW1P 3JT.

BROMLEY LONDON BOROUGH

EXPERIENCED SOLICITOR

required by medium sized firm with a view to early partnership. Main function: probate and trust work. Preferably aged 30-35.

Initial salary not less than £8,500 with very substantial rewards in prospect.

Applications to Box 2658 J. The Times.

THE SPORTS COUNCIL

DIRECTOR

The post of Director and Chief Executive of the Sports Council will become vacant early in 1978.

The Council is an independent body established by Royal Charter. It has responsibility for developing all aspects of sport and physical recreation and for allocating funds made available by HM Government for these purposes. The Sports Council has approximately six hundred staff serving the London based headquarters, nine English regions and six residential national sports centres.

The Director advises the Council on all matters of policy and carries out its decisions; has overall responsibility for the organisation and direction of the staff and, as Accounting Officer, is responsible to Government for financial control.

Applicants should have wide knowledge of the practice and organisation of sport and physical recreation and know something of its structure and development at home and overseas. Relevant administrative experience and familiarity with the functions of central and local government are essential. It would be helpful if the applicant had experience in the control of a dispersed organisation.

The post, which is at executive directing level in Civil Service grading terms, attracts a salary of £12,000. A review of the grading is under consideration.

Applications in writing, giving full career details and indicating present salary, should be made before the 18th November to:

THE CHAIRMAN, THE SPORTS COUNCIL, 70 BROMPTON ROAD, LONDON SW3 1EX, and should be marked "Personal".

SOCIAL SERVICES RESEARCH & MANAGEMENT

£8,920-£10,470

London

The DHSS commissions a substantial programme of research from Universities and independent Institutes. Each major area of this programme is the concern of a Research Liaison Group responsible for policy interests and for research management which entails discussing potential research, maintaining contact with research in progress, dealing with results, and maintaining links with policy divisions.

The Social Work Service has particular responsibility for the interests of the Social Services in the research programme. The Principal Social Work Service Officer now sought will be responsible, after consultation with colleagues, for the Social Work Service's contribution to the research liaison system and will have a lead

responsibility in some research liaison groups. The successful candidate will deal with the Directors of Research and other academics on behalf of the Department, take a special interest in the relationship of research to planning and co-ordinate the work of a small group of Social Work Service Officers.

Candidates (necessarily aged at least 35) must have an appropriate degree or a recognised social work qualification, and substantial experience of research in field or academic setting.

Starting salary within the graded range. Promotion prospects. Non-contributory pension scheme.

For full details and an application form (to be returned by 12 November 1977) write to Civil Service Commission, Almonde Way, Basingstoke, Hants RG23 1JL, or to the Social Services (0225) 88251 (answering service operates outside office hours). Please quote 5/884/2.

Department of Health and Social Security

CIVIL ENGINEER/MATERIALS ENGINEER

A qualified Civil Engineer or a Materials Engineer with a minimum of 15 years site experience required to assume the control of an existing site laboratory in Riyadh monitoring a major construction project. Experience in supervising the operation of a materials laboratory and undertaking investigations for the construction industry essential.

Initial remuneration £10,500 to £13,000 tax free depending on experience and qualifications. In addition free company accommodation, company car and six weeks' home leave per annum.

Our manpower programme for 1978 requires a number of civil engineers, geologists and laboratory technicians and applicants are welcome to apply now.

Please reply in writing to: AL MOTY-STANGER INDEPENDENT LISTING LABORATORIES, C/O THE LABORATORIES, FORTUNE LANE, ELSTREE, HERTS, WD6 3HQ.

KENYA AIRWAYS

KENYA AIRWAYS is the international airline of Kenya operating scheduled services from Nairobi to Europe, Asia and several points within Africa. KENYA AIRWAYS wishes to recruit

GROUND AND FLIGHT ENGINEERS

with valid B707 endorsement.

Gross remuneration will be UK£7,740 to £8,460 per annum, excluding end-of-contract gratuity, and the starting salary will depend on qualifications and experience. In addition, there will be generous housing, transport and medical benefits. Employment will be on contract terms for a minimum of two years and at the end of the contract, a gratuity of 25% of total gross earnings will be paid. Applications giving full personal details and experience should be sent to the:

Personnel Manager, KENYA AIRWAYS, PO Box 19002, NAIROBI, KENYA

so as to reach him not later than 18 November, 1977. The successful applicants will reside in Nairobi, a modern city enjoying beautiful weather and with many sporting and social amenities.

ENGINEERS

U.K. subsidiary of U.S. engineering firm is looking for engineers with a solid background in petrochemical or oil field mechanical equipment. Applicants should have at least an HNC level of education in an engineering field. Excellent pay and benefits plus opportunities for foreign assignments.

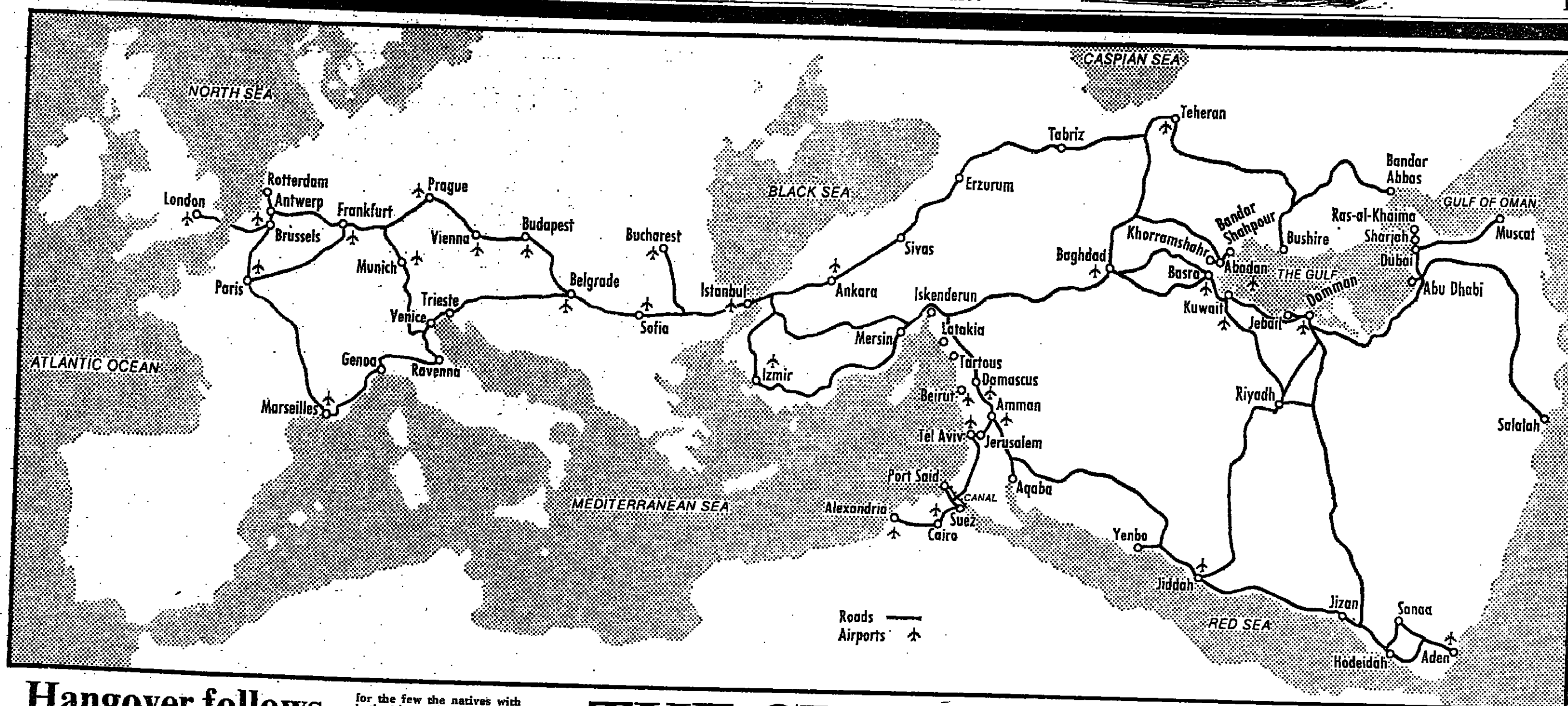
Contact: Mr. J. Carlton, CPE (UK) LTD., Hyde Park House, 60A Knightsbridge, London, SW1X 7JL.

SALES-COPY MACHINES

MALE/FEMALE. Experienced copy machine salesman to sell the

MINOLTA SAVIN SAXON ROYAL OCE MITA COPIERS in the eastern USA. Compensation \$60,000 per year and up. All travel and USA accommodation paid. Send resume to:

Edward Taylor, GREAT WESTERN CORPORATION, PO Box 82, Hooksett, New Hampshire, USA 03106. Or call area code 603 8282466, ext. collect.



Hangover follows the binge

by Michael Bailey

In the history of world trade there has probably never been an upheaval quite so sudden and sharp as that in the Middle East during the past five years.

Until fairly recently the entire area, from Teheran in the north to Aden in the south, from Muscat in the east to Aqaba in the west, was a complete backwater in world trade terms with the single exception of oil. It comprised a million square miles of arid and unproductive land, sparsely inhabited by ancient peoples whose lives were barely touched by the world outside.

A ring of small ports dotted in the sun: Aqaba, Yanbo and Jiddah down the east bank of the Red Sea; Aden for bunkers at its

southern tip; Muscat, Dubai, Doha, Bahrain, Dammam, and Kuwait up the west side of the Gulf. There were also Basra, Khorramshahr and Abadan at its head; and Bandar-e-Shahpur, Bushire, and Bandar Abbas down the east. Most consisted of one or two jetties, some small sheds and lighters, and roads which soon petered out. For airlines, it was an important crossroads; but local traffic in passengers and freight was negligible.

Oil had flowed in modest quantities since the First World War, less modest since the second, but little of the wealth it represented filtered back to the local economies. External trade consisted in the main of dates, skins, carpets, shells and gum arabic outward; and inward, of capital and consumer goods for the oil industry and its largely expatriate staff, and

for the few the natives with both the mind and the money to buy them.

The first foretaste of change occurred in the early 1950s when Iran nationalised oil, to be confirmed in 1960 when Opec was formed. But though some regimes then began to think for the first time of planned development of their economies, the effect on external trade was at first small, so that when in the mid-1960s a far-sighted Shaikh of Dubai decided to build a modern 15-berth port he was laughed at. Who could imagine 15 ships at a time (always excluding tankers, which still remained a separate matter) in any Middle Eastern port?

It was from such a scene that in 1973 the balloon went up. The price of oil rose fivefold, and the producer states vastly increased their share of it. Suddenly they were rich, and what followed could be described either as sharply accelerated development, or as a colossal binge accompanied inevitably in the circumstances, by violent indignities, by violent indignities.

THE GREAT FREIGHT RACE

The rise in imports by the oil-rich countries of the Middle East over the past five years is probably unprecedented in the history of world trade. Speed in meeting demands for capital and consumer goods is of key importance in winning orders. This SPECIAL REPORT looks at the methods used by European exporters to get their wares to the client on time.

Between 1972 and 1976 was, hardly surprisingly, what had been bought. Apart from a trickle by road from Britain's exports to the area increased fourfold (to more than £3,000m last year), and by sea, into ports which within months of the upsurge were 50 to 100 ships queueing outside Jiddah, some of which would wait more than three months to discharge. It was not merely a matter of the ports' physical inability to accept ships and cargo waiting at their door; the mad scramble to buy madder scramble to deliver

and internal distribution networks was equally marked as, perhaps even more important, was the inability of domestic commerce and bureaucracy to respond to the totally unprecedented demands being made on them. It was chaos—but chaos with a difference. Shaikhs did not care to wait three months for their new Rolls-Royce; nor were construction firms facing heavy penalty clauses prepared to be held up by a vital piece of equipment. There were rich prizes for those who could find a way through the chaos, and new ways of freighting to the Middle East, by land, sea, and air, land, sea/land, and land/sea/land.

To conventional shipping were soon added cellular containerships and roll-on roll-off services: some through from Britain to Middle East, some part-way (Marseilles - Jiddah) with land-legs at either end. Air traffic grew rapidly as each Middle East state embarked on a crash programme to develop an international airport.

In broad terms the choice was of a three-month delivery by sea, three weeks by overland, and three days by air. But a consignment that cost £2,000 to send by sea might cost £6,000 by land and £12,000 by air.

This leaves out of account another, often more vital factor to the exporter, reliability. Air might get goods to a Middle East airport in 36 hours, but from then on they encounter the same limitations of internal public services and bureaucracy as land or sea. Additional skills (or friends) were needed to penetrate the domestic jungle of the money spent on air freight was not to be wasted.

This applied even more to overland freight, which many shippers chose simply because it offered the hope of a reliable door-to-door delivery. The saga of those early days, reminiscent of wagon trains in the opening days of America's Wild West, brought disillusionment to many.

Inexperienced drivers, inadequate planning and communication en route, lack of

breakdown services, border delays, poor roads, adverse weather in the 3,000-mile trek across Europe and down through Asia Minor meant that many of those loads arrived late, damaged, or not at all.

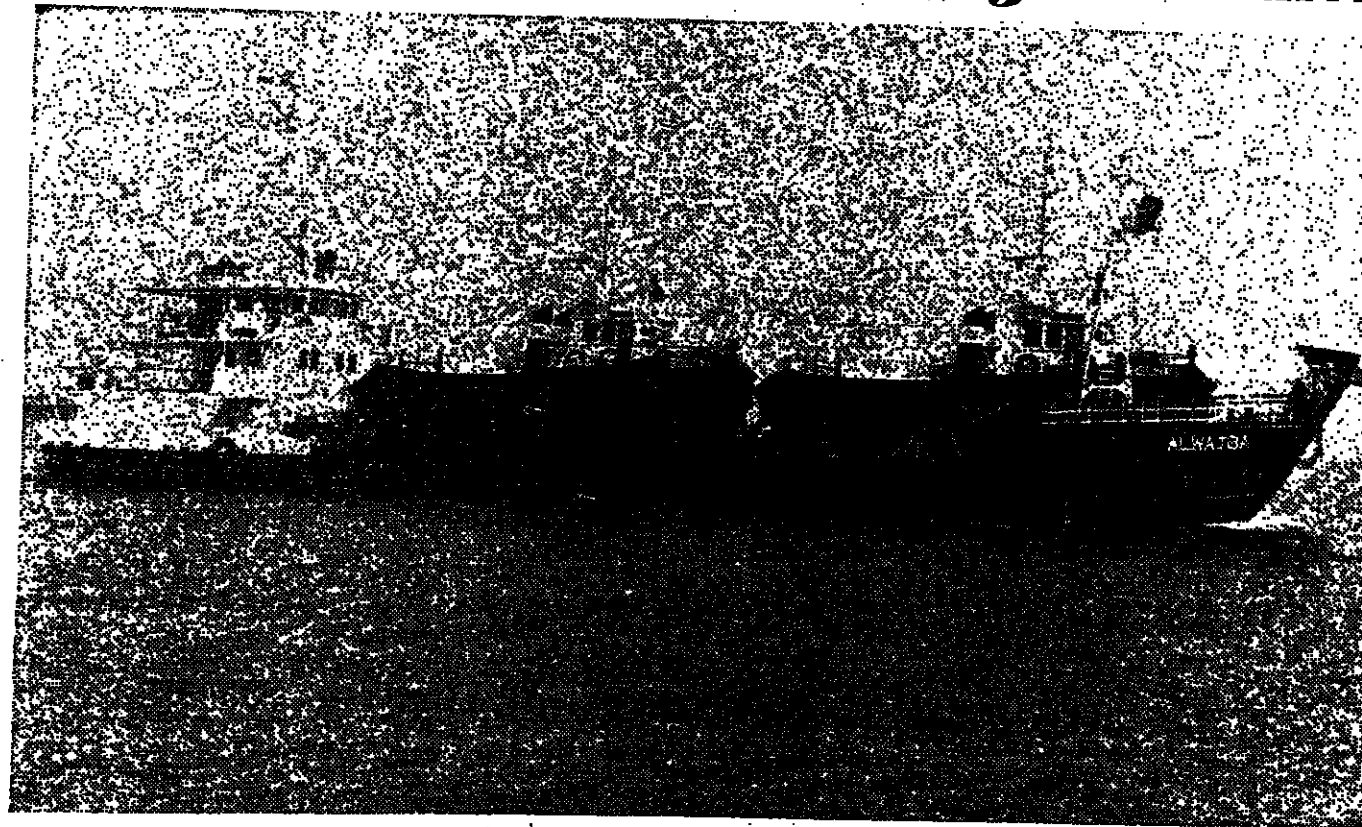
The conventional shipping services, which had after all been doing the job on their own for a century, marked time at first, apart from applying huge surcharges, more than doubling the freight rate, to recoup the cost of having ships lying around idle outside Middle East ports. This gave just the opening that was needed to outsider lines, primarily roll-on, roll-off, which were welcomed by both shippers and port authorities for their ability to offer fast turnaround and high productivity.

Others provided container and LASH (lighter aboard ship) services in a challenge to which the established lines, including Britain's Cunard, P & O, Ocean, and Ellerman, responded in turn with container or mixed ships, either on their own

continued on page III

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Beirut seeks new place in highly competitive world

by Margaret Greenhalgh

Neighbouring Mediterranean ports and newcomers in the Red Sea and the Gulf are challenging Beirut's resurgence as an important transit centre. The port, which reopened on December 15, 1976, emerged from the disruption of civil war to face vastly different external conditions from those before the war. Freight which might have been routed through Beirut overland to Saudi Arabia, Iraq, Iran, Jordan and Kuwait can now be taken direct by sea through a reopened Suez Canal.

The rapid easing of congestion over the past six months at Gulf and Red Sea ports has made the all-sea routes more viable. At the same time, Beirut is threatened with competition from the Turkish ports, Mersin and Iskenderun, and the Syrian ports, Tartus and Latakia. Freight was directed through these ports during the Lebanese war and not all of it will revert to Beirut.

Whether Beirut is able to withstand the strong competition will depend on plans for its rehabilitation. In June, Peat Marwick Mitchell & Co, British consultants, completed a master plan for the port which included an economic forecast up to 1990. The study recommends the construction of a fully-equipped container terminal which would make Beirut the most important container port of the east Mediterranean.

The aim is to capture the growing container traffic, the increase in which was apparent before the war, and the trend has continued. One advantage of containers is that they are easily handled so Beirut could hope to achieve a rapid turnover.

Speed of service is essential if the sea-land route to the Middle East is to remain competitive with the all-sea routes. Finance for the rehabilitation plan is being negotiated with the World Bank and the Kuwait-based Social Development Fund. The decision to go ahead with the plan now rests with the Lebanese Council for Reconstruction and Development.

Until the war, Beirut was a successful transit port. A total of about 3,600,000 tonnes of freight handled by the port in 1974, some 978,194 tonnes were transit freight and about 600,000 tonnes of this was for on-ward land transport. A large proportion of the transit trade was for Iraq and Saudi Arabia, with some for

Kuwait, Syria and Jordan.

Not all the volume of freight handled before the war has yet gone back. The port is estimated to be handling about one-third of the pre-war volume. It will probably not attain the 1974 level until 1979. It is difficult to assess what proportion of the future traffic will be transit trade. The opening of alternative routes to the Middle East hinterland destinations suggest that although some transit trade can be expected to return to Beirut, the rate of growth will be slower than before the war.

The fiercest challenge comes from the Gulf and the Red Sea. While these ports were either cut off by the closure of the Suez Canal or experiencing severe congestion delays, the sea-land route through the east Mediterranean was a tempting option. More efficient port management and the availability of new berths have considerably reduced congestion.

Most of the key ports in the region, Akaba, Jiddah, Dammam and some Iranian ports, are now free from this handicap. At the same time, new roll-on, roll-off and container services operating from European ports such as Felixstowe, Rotterdam, Venice or Marseilles to Gulf and Red Sea destinations, have proliferated.

The volume of freight is no longer sufficient to sustain the number of vessels on these routes and ship operators are now cutting their rates to capture the trade. This is not a temporary fluctuation. More services are being introduced and the number of new berths planned in the region exceeds requirements.

The combined effect of the easing of congestion and the drop in rates is that the all-sea routes are quicker and cheaper than they were even six months ago. The east Mediterranean routes may have lost some of their advantage. But the shipper does not always save time and money by sending his goods all the way by sea, and cost frequently depends on the freight's ultimate destination.

Where this is inland, it may be preferable to use an east Mediterranean service. This is particularly so for Iran. The Iranian ports of Bandar-e-Shahpur and Bushehr are still a long way from Europe. London to an Iranian port by sea may take 18 days, before the road stretch to Teheran is counted. This compares with 20 days from London to Teheran by Iskenderun, quoted by Ellerman/Prince Container Service, a new partnership between Ellerman City Liners and Prince Line of the Furness Withy Group.

There is not always a great deal to choose between the different routes. It is a question of finding the right balance between speed and cost. It may be cheaper to ship direct to Jiddah, for example, but more costly to Riyadh via Jiddah because haulage rates within Saudi Arabia are especially high.

Shipowners are under pressure to rationalize their trades and fit the most efficient route to a particular destination. The distinctions are fine and need not be to the detriment of the east Mediterranean.

Ellerman/Prince and Ellerman/Surath, a sister service which operates from Liverpool, are optimistic about the level of cargo being directed through the east Mediterranean and they plan to increase both capacity and frequency of the services. They are not the only operators to do so. The Mediterranean division of Manchester Liners on July 1 increased the frequency of its sailings to Malta, Cyprus, Greece, Turkey, Syria and Beirut.

The Italian lines are well placed to offer a high-frequency sailing with a short transit time from southern Europe. Adriafranca operates weekly departures from Venice, Trieste, Genoa and Marseilles to a variety of ports including Alexandria, Latakia, Limassol, Beirut and

Aqaba. Transit time from Genoa to Beirut is about three days. The Merzario Line, also of Italy, quotes Lir to five days from Ravenna to Beirut or from Ravenna to Latakia.

Beirut port has always had a reputation for efficiency but it has lost its lead at a time when competition is strong. While there are plans for its rehabilitation, there are also plans for the expansion of Akaba in Jordan which already takes a proportion of transit trade for Iraq. The Syrian five-year development plan 1976-80 provides for the expansion of handling capacity at Latakia to 3,500,000 tonnes a year from 1,500,000 tonnes in 1975 and for the expansion of capacity at Tartus to five million tonnes a year. The Turkish ports challenge the trade for Iraq and Iran.

Mediator Line, for example, which also calls at Beirut, routes cargo for Iraq through Mersin, Lebanon and Syria are well placed geographically to take freight for Iraq but the instability of Iraqi-Syrian border relations has made shipowners hesitant to use this route. Confidence in Lebanon's own stability will be an important factor in encouraging the return of the transit trade.

The author is a staff writer, Middle East Economic Digest.

Middle East the bright spot amid gloom

by Peter Hill

The maritime world is passing through a great crisis, with shipbuilders facing overcapacity for years ahead and shipowners having to grapple with generally low freight rates, increased competition from Eastern block countries and the emergence of merchant fleets in developing countries. There have been some spectacular collapses, including the Maritime Fruit Carriers and the Norwegian Reiksten group, and there may be more.

But there has been one bright spot, the Middle East, where the effect of the four-fold increase in oil prices (which produced most of the troubles faced by the maritime industry) has provided benefits for those companies able to provide shipping services to the Middle East as the oil-producing nations channelled their oil revenues into the United Arab Emirates and Saudi Arabia.

BP sold the new company three very large crude carriers and two products carriers and supplemented the pool with five other ships to provide a total fleet for the company of 10 vessels amounting to 1,400,000 tons dwt.

The company's ships are designed principally to be used in the shipping of Iranian oil but will also be used in the world tanker charter markets. A feature of the deal—like most other joint venture deals with oil-producing nations in the Middle East—was that BP will provide the seagoing and land-based staff training.

Arya, the Iranian state-controlled shipping company, was an important force in shipping before the oil crisis and has built up a fleet of ships which now totals nearly 50 either in service or on order. Apart from operating its own services the company is involved in other joint ventures. One of the earlier ventures was a company established between Arya (51 per cent) and the Shipping Corporation of India (49 per cent) and titled Iran-India.

Early in 1976 a \$630m contract was signed for the joint venture company to carry 150m tons of iron ore slurry over 20 years from India to Iran. It was also envisaged that the joint venture company would operate in the general cargo trades as well as the bulk trades. This would involve a general cargo ship fleet of 150,000 tons dwt with the company expected to become involved in shipping between the Middle East and Japan.

The venture has not proved successful. The growth of the joint venture's fleet has been far less rapid than the original forecasts and further development of the company's operations in recent years is that of an expansion by concern that it could represent unnecessary competition for the state shipping line itself.

Iran also operates a joint venture company with Australian interests to transport agricultural and meat products from Australia to Iran.

Iranian Oil Company partnership between British Petroleum and the National Iranian Oil Company.

Iran's Parca gas field is the second largest in the world and if all the potential gas developments are carried through Iran will be an important shipper of lng. But the creation of lng projects takes a great deal of time and money and in today's gas transportation market the early development of these schemes seems unlikely.

Elsewhere in the Gulf there has been a steady build up of merchant fleets. Several countries pooled their general cargo ships into the United Arab Shipping Company earlier this year. Apart from Kuwait other participants are Saudi Arabia, Qatar, Iraq and the United Arab Emirates. Each holds a 19.3 per cent stake. Bahrain has the remaining 3.5 per cent.

Kuwait, through the former Kuwait Shipping Company is the dominant company in the operation. It had a considerable fleet before the formation of UASC and has built more than 40 ships in Britain and South Korea. The company ordered a total of 43 multipurpose cargo ships each of 23,800 tons dwt to a design developed by the United Kingdom yard of Govan Shipbuilders. The UASC is clearly established as an important force. It has been assisted by British management.

Abu Dhabi has emerged as the most ambitious shipping state in the UAE and through the national oil company established a tanker venture for the oil trade. In addition, the Abu Dhabi Shipping Corporation has been formed to transport dry cargo.

Dubai is developing a dry cargo shipping business through two companies—the government sponsored Dubai Maritime Transport Company and Hatim Shipping Lines. The latter is scheduled to operate five cargo liners from the United Kingdom and Western Europe, discharging at Abu Dhabi and Muscat.

The author is Industrial Correspondent, The Times.

Hangover follows the binge

continued from page 1

or in partnership with Middle East interests.

During the past two years the situation has changed beyond recognition. Expansion and development is well advanced in most of the ports mentioned earlier and in some entirely new ones such as Sharjah, Iran, for example, which in 1973 planned to raise the capacity of its Gulf ports from less than four million tons to about 10 million over five years, expects now to have a capacity of nearly 40 million by the end of next year.

In place of the half dozen regular lines operating from Britain and north Europe before the boom, there are now more than 60. With greater port capacity, greater shipping capacity, and a drop in tonnage of perhaps 20 per cent since last year, the exporter today has a choice of fast, regular deliveries at highly competitive prices which are also 20 per cent down on last year.

Overland, many of the "cowboys" have dropped out, and such services as remain offer a reliable, though still not cheap, service to the extent that quota, weather, road, and other limitations permit. By air

a wide range of regular and charter flights is available, and while considerable problems of handling, processing, and onward delivery remain, sea, is now more than adequate.

What of the future? Middle East spending has diminished in the past 12 months, and much depends on whether growth is resumed. The drop has been caused by a dawning realization not only that the initial burst of spending was ill-planned and unsustainable, but that even Middle East oil is a limited resource that needs to be husbanded. If growth is not resumed, or

even perhaps if it is, some of the transport resources provided so lavishly in the past three years will become superfluous. Which?

Looked at dispassionately, sending loads all that way through such obstacles by road seems nonsensical, except in very special cases, and that small share of the trade that moves overland now may be expected to become even smaller in the future.

This still applies to roll on, roll off services, too, as the more economical break-bulk and container services take the competitive strain with improved roads, railways, handling and storage ashore.

Some no doubt will find a permanent place among the mix of ships serving these trades but others, having excellently filled a temporary need (and their

pockets in the process) will be forced to move on.

The author is Transport Correspondent, The Times.

Imports by Middle Eastern Countries (\$m)

	1971	1972	1973	1974	1975	1976
Iran	1,873	2,409	3,393	5,433	10,343	12,894
Iraq	701	713	908	2,365	4,205	3,469
Kuwait	652	797	1,052	1,552	2,390	3,317
Oman	97	161	169	711	668	667
Qatar	109	138	195	271	413	817
Saudi Arabia	817	1,136	1,944	3,993	6,886	11,759
UAE	310	482	821	1,705	2,669	3,351
Bahrain	304	361	512	1,126	1,189	1,664

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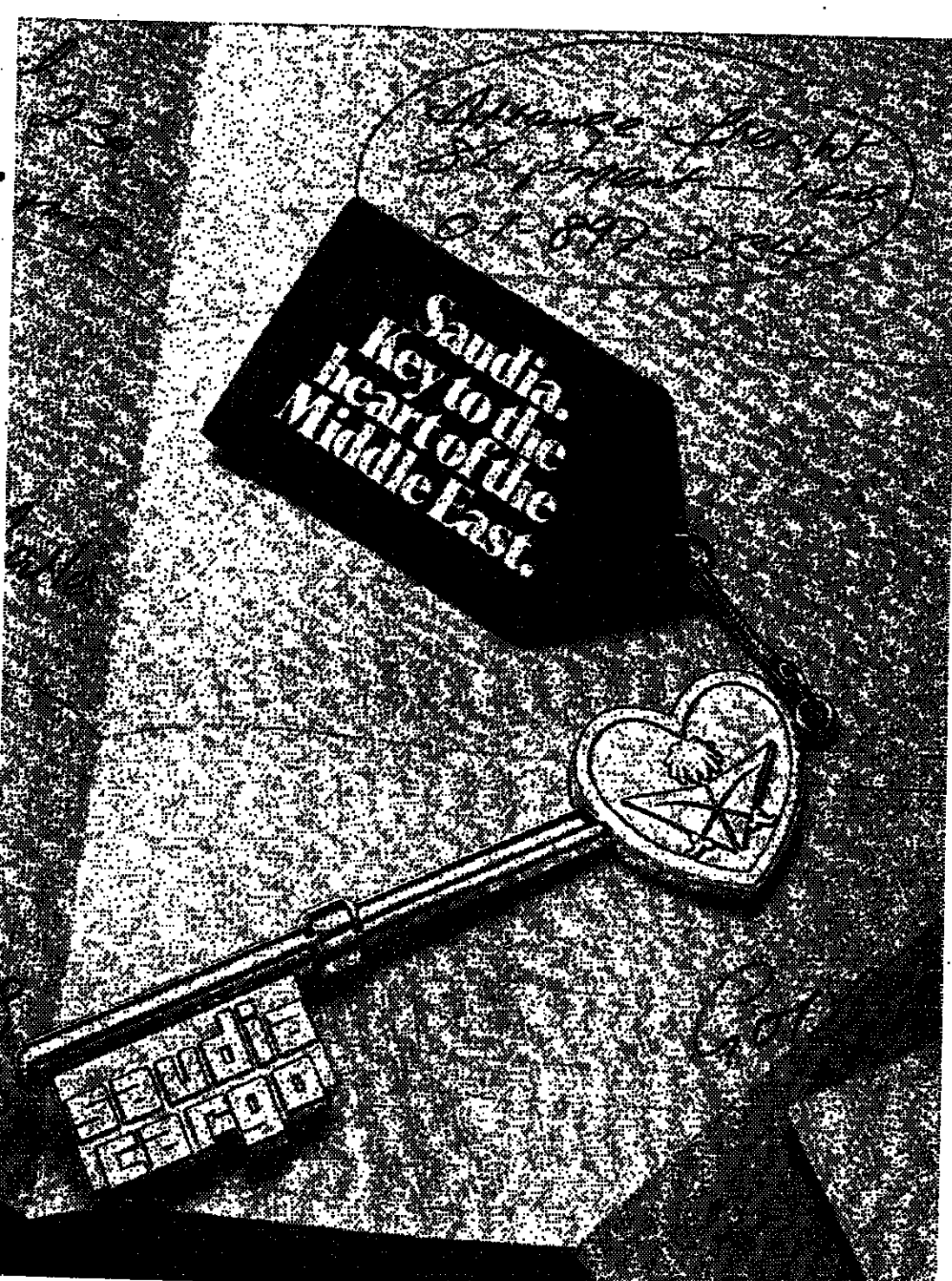
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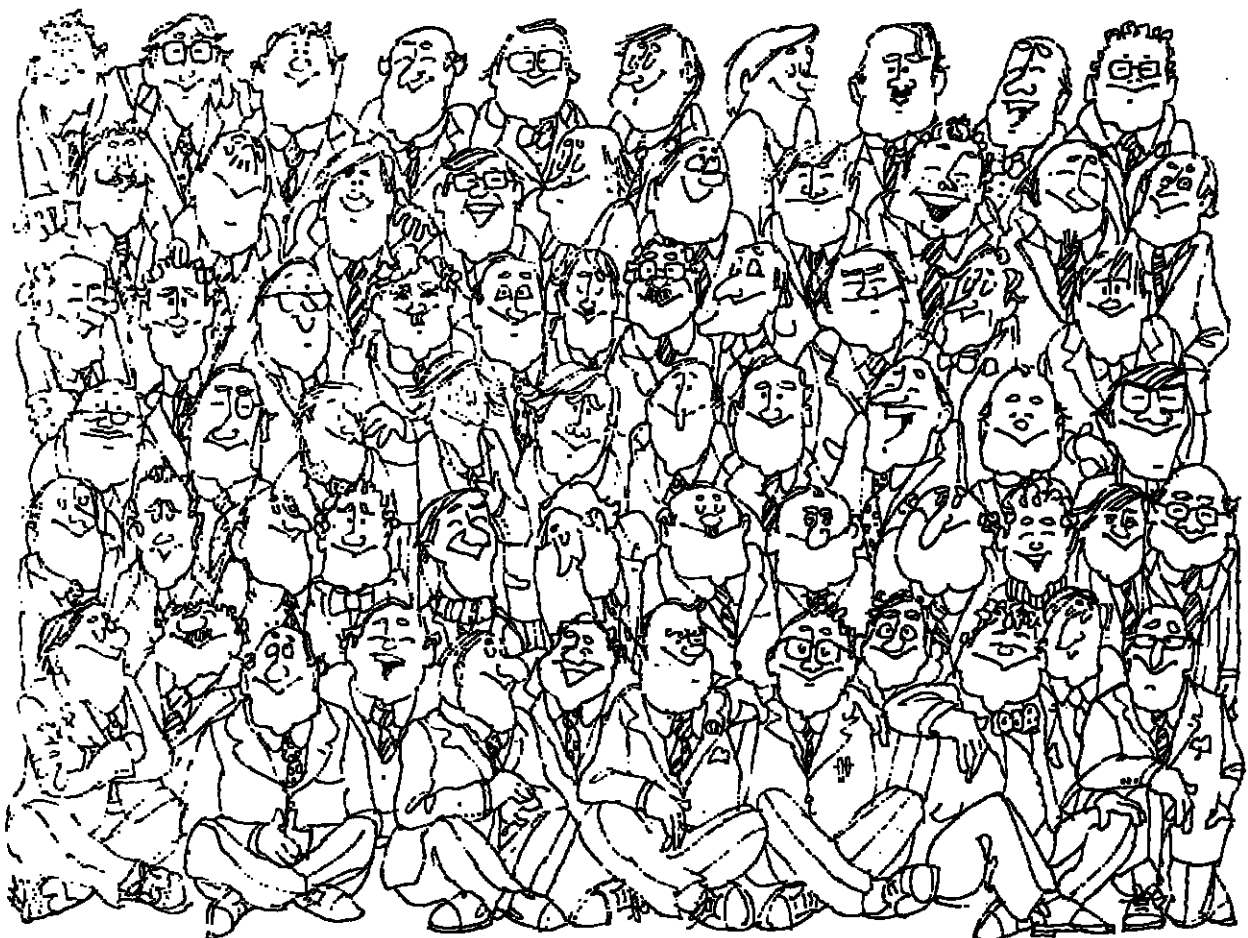
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Canal reasserts its influence on world shipping

by Peter Hill

Two years after its reopening the Suez Canal is beginning to reassert its position as a major influence on the pattern of world shipping. But, contrary to the position before its closure in 1967, when oil traffic accounted for most of the ships passing through the canal, it is dry cargo tonnage which now accounts for most of the vessels using the waterway.

This reflects the boom in the volume of business created by the demands of the major oil producing nations in the Gulf for imports of consumer durables and capital goods.

The scale of the boom can be judged from the steep rise in exports from the West, and the East, to Arab oil-producing states. Exports from the United States to Saudi Arabia rose from \$1,501m last year and similar rises were recorded in the level of trade with other Opec producers in the Gulf.

Congestion at many ports is a further reflection of the rise in traffic. Since the canal's reopening Jiddah has become the busiest port in the Red Sea. Total traffic handled in the first half of this year at the port amounted to four million tons compared with 5,600,000 tons in the whole of last year.

Figures produced by the United Nations last year showed that the volume of imports by Middle East countries (excluding Israel) increased by almost four times between 1969 and 1974 from about \$3,500m to \$34,000m compared with a world average of nearly three times. They accounted for about a fifth of the expansion recorded by the developing nations as a whole in terms of the volume of imports.

Because of increasing uncertainty about the stability of the Middle East the shipping industry moved into the construction of ever larger tankers to transport oil from the leading producing states to the United States and Western Europe. The closure of the canal accelerated that process and the very large crude carriers

grew ever larger, shipping their cargoes from the principal oil loading ports south, round the tip of Africa to the refineries and markets of the west.

The ships became too big for the canal. In the year before its closure 166 million tonnes of oil were shipped north through the canal. In the first five months of 1967 a total of 75,800,000 tonnes were shipped north. In 1976, after its reopening, the figure was just short of 30 million tonnes.

Northbound dry cargo traffic passing through the canal rose from 27,500,000 tonnes in 1966 to 42,200,000 tonnes last year but the greatest increase has been in the volume of dry cargo shipped south. In the first seven months after its reopening a total of 17,100,000 tonnes of dry cargo was shipped south, rising last year to a total of 41,600,000 tonnes.

The first phase of the canal's return to operation has restored it to the state it was in before the 1967 closure. Work, however, is going ahead on widening and deepening which will increase the depth from 24ft to 33ft—sufficient to allow tankers of up to 150,000 tons to pass through laden and vessels of 350,000 tons to pass through in ballast.

This development, which was scheduled for completion in 1979, is not now expected to be finished before 1980. The Suez Canal Authority is apparently still planning to go ahead with a second phase of redevelopment, which will involve further widening to enable the waterway to accommodate vessels of 67ft draft, although a further assessment of the requirement for this phase is expected to be carried out in 1979.

The number of tankers passing through the canal in both directions this year has ranged between 140 and 189 a month with 71 tankers making the northward passage in August and 91 passing through southwards—below the average since the waterway reopened.

The oil-producing countries in the Gulf have gained greatly from the reopening of the canal although the gains have been negated to some extent by the acute problems of port congestion, which have resulted in port surcharges being imposed. The congestion has been caused not only by a shortage of manpower but also by the inadequacy of facilities for handling modern vessels. The difficulties have been particularly pronounced at Jiddah and Damman in Saudi Arabia and at Doha in Qatar.

This summer vessels at Jiddah faced the prospect of waiting for between two and ten days for a berth (a considerable advance on the waiting time a few months earlier).

Port congestion has led to the development of new forms of shipping by companies operating to and from the Middle East. These have moved away from the conventional break bulk to roll-on, roll-off services.



Ship passing an Israeli tank, placed beside the Suez Canal as a monument by the Egyptians.

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Meanwhile, it would seem questionable whether the second phase of development of the Suez Canal can be justified on commercial grounds. Since the oil crisis the trend has been away from large ships, although in recent months there has been a resurgence of interest in the so-called ultra-large crude carriers.

The tanker industry is faced with a great surplus of tonnage and many of the tankers now laid up because of the continued depression of freight rates are likely to remain at their anchorages for some years. In the dry cargo sector the canal authority can expect to maintain a steady growth in the volume of business because of the industrial development of the major oil-producing nations and the passage through the canal of ships plying between the Far East and Europe.

AIR FREIGHT

Ground services put brake on jet speed

by Arthur Reed

For the airlines, the boom in the economies of the Gulf states has produced an enormous upsurge in business.

Saudia, the national airline of Saudi Arabia, for instance, carried 29,100,000 kilos of freight during 1976, compared with 20,800,000 in 1975. In 1971 the yearly total was 6,200,000. Cargo revenues for the airline increased by 57.9 per cent in 1976 over 1975.

At Dhahran, in Saudi Arabia, British Airways—then BOAC—had in 1966 only one service, carrying passengers and freight, each week. Today the timetable includes a wide-bodied Lockheed TriStar each day with one VC 10. Next year, a further three VC 10 flights will be added.

There are two major reasons for this expansion, which is closely mirrored in most other airlines. The Gulf, the Middle East and Iran.

As the area has little industry producing the goods needed by a burgeoning modern society, almost everything has to be imported. And as the Gulf is rich in money from its oil revenues, it can afford to pay to import with the least delay—which generally means by air freight.

The cargo is carried either in the underfloor holds of passenger airliners or increasingly as the business builds up in all freight aircraft. The commodities are amazingly varied, ranging from artificial grass for tennis courts to prefabricated buildings, complete with built-in air conditioning in which building workers will live, from drilling bits for oil exploration to livestock.

Air freight pours into the area from all over the world. India has found it a new market for many of the traditional goods which it produces, and Air India flights regularly carry consignments of fresh vegetables, ice cream, meat and lawn sprinklers. Such has been the demand from the Gulf that in a recent period of nine months, Air India operated 211 sub-charter flights, carrying some 3,070 tonnes of perishable cargo and live animals.

Pakistan International Airlines is also finding prosperous new markets in the whole area.

In the past, PIA's main international routes were between Pakistan and

Europe, but since the Middle East boom after the rise in oil prices their most heavily-used services are those to this area, and particularly to the Gulf.

This is because the Arabs, after trying out workers from many other nations, decided that Pakistanis had the right temperament and physique to work in temperatures reaching 120°F.

Then followed one of the biggest migrations in modern times, with hundreds of thousands of Pakistanis leaving their homeland to find work in the Middle East. In their train, trade between Pakistan and the Middle East inevitably grew rapidly, which has meant a thriving new air freight business for PIA.

The airline is also kept busy shuttling its country's nationals back home for holidays—trips on which the workers carry with them the consumer goods which they have been able to buy with the new-found wealth which their employment in the Gulf brings them.

Unfortunately, the ground-handling side of this new air freight business in the Middle East has not kept pace with the speed with which it has blossomed in the air.

Airlines and freight shippers still tell lurid stories of how, in some parts of the area, cargo which has been sped to its destination in a matter of hours over thousands of miles to meet an urgent order is then locked up for days while bureaucratic processes with more affinity to the age of camel transport rather than jet aviation grind slowly away.

Many airports, too, suffer from being attuned to the era of aviation of a quarter of a century ago so that their warehouses, offices, roads and runways are unable to cope with the heavy demands which air freight today places upon them.

The awareness of these problems, and the urgent need to eradicate them, differ greatly from country to country. In one or two perishable goods go gradually bad for the want of a customs clearance signature on a piece of paper, while the agents waiting to receive them clamour unavailingly at the official doors, but in others tremendous efforts are being made to modernize both the facilities for air cargo and the procedures in which the business is enmeshed.

One fine example of this latter policy can be seen rising from the desert in Saudi Arabia—the new international airport at Jiddah,

designed to replace the existing chaotically overcrowded facility by the summer of 1979. The claim is that when completed it will cover the same overall area as does Manchester.

More than 4,500 workers are engaged on its construction, with work going on night and day. Just over 3,000 of them are Pakistanis. In planning the airport, the Saudis have "thought big" on air freight. The cargo centre which they are erecting will cover 34,000 metres of floor space and will have the capacity to handle 75,000 tonnes of cargo a day. The people will be employed on

the plan is to control the flow of cargo by computer. The building is L-shaped and was begun in January this year. It is scheduled to be completed by June 1979, although the structure itself should be finished by next summer. A total of 35,000 cu metres of reinforced concrete will have been poured by then—most of it at night, taking advantage of the cooler temperatures.

The first floor of the cargo centre will be given over to the main warehouse, while the offices will be on the mezzanine floor. It is estimated that about 350 tons of cargo a day. The people will be employed on

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Rapid expansion after wartime disruption

The airlines of the Middle East, backed by the important International Air Transport Association carriers which fly services through the area, and by unscheduled cargo operators, are just about able to cope with the great amount of freight traffic now on offer.

The civil war in Lebanon disrupted the traditional cargo links to the area, and while Beirut airport was either closed or under threat from the Trans Mediterranean Airways, the cargo carrier, and Middle East Airlines moved their bases elsewhere.

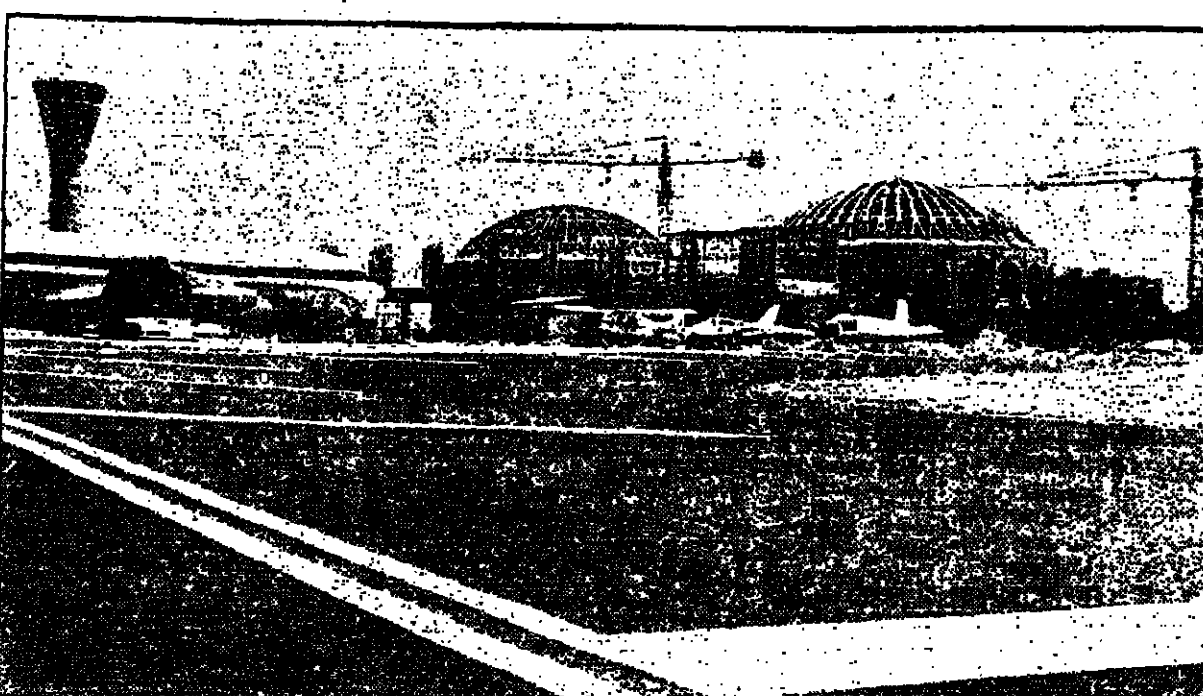
TMA went to Dubai and MEA to Paris, and both with difficulty were able to keep open their freight links between the Middle East and the producers. Both are now back in Beirut and expanding their cargo business.

Saudi Arabia has more than a dozen cargo flights each week between Europe and Jeddah, Riyadh and Dhahran. Iran Air also has regular freight services between Tehran and London and New York, while Gulf Air has a great deal of cargo capacity in the holds of the 10 wide bodied Lockheed TriStar passenger flights from London each week.

Many of the large airlines of the world have exclusive cargo services either to or through the Middle East each week in conjunction with the services offered by local airlines.

Lufthansa has a regular freight service calling at Cairo, Jeddah and Kuwait. Germanair is served by the German airline's DC10 passenger service which has room under the floor for freight on pallets.

Air France takes in such Middle East centres of trade as Abu Dhabi, Damascus, Jeddah, Kuwait and Tehran, with their freight services, while the big independent French airline UTA aims to increase its freightable to Tripoli, Libya, in an Am Boeing 747 eighter to Tehran once a week.



The new Sharjah international airport, opened at the beginning of this year, acts as a freight distribution centre for the whole of the United Arab Emirates.

week, while its latest jumbo jet, the special performance (SP), provides a similar service with passengers and cargo nonstop from New York.

But perhaps the biggest boom in air freight to the Middle East has been among the unscheduled cargo airlines.

Many of them fly from Europe offering cargo rates up to half those charged by scheduled operators. Typical of that thriving sector is the Gatwick-based IAS Cargo Airlines which flies aircraft to Sharjah twice a week.

A new airport was opened at Sharjah at the beginning of this year and now acts as a distribution centre for freight for the whole of the United Arab Emirates. IAS carries about 200 tons of cargo there each week of goods ranging from construction equipment to consumer durables.

A network of modern roads radiates from Sharjah. By truck, the goods brought in by IAS reach

Abu Dhabi in 2 1/2 hours, Dubai or Ajman in 30 minutes, Al Fujairah in 1 1/2 hours and Khor Fakkan in two hours. Cargo for Abu Dhabi has built up so strongly over the past year that IAS has now started a weekly service there in addition to their Sharjah services.

In the first six months of 1977, IAS carried a total of 1,230 tons of cargo into the UAE. The airline's executives estimate that with the Abu Dhabi service that figure will be well exceeded during the second half of the year.

IAS also began the first regular direct air cargo link between Britain and San'a, in the Yemen Arab Republic.

An unusual feature of the San'a market is that the highest proportion of cargo carried consists of foodstuffs, including eggs, frozen chickens, chilled meat and vegetables. These are flown not only from Britain, but from Kenya, Greece and Holland.

IAS is flying chilled meat from Australia to Kuwait and Abu Dhabi and, as a result of that enterprise, has received approval of part-charter flights into Australia, where cheap air freight has proved to be an attractive alternative to sea freight. IAS estimates that two flights a week with chilled meat into The Gulf will be required soon.

Looking at freight developments in The Gulf, IAS believes that much of the local flying which was done in the past will be eliminated as a result of improved road links. The once a week air lift of foodstuffs which the airline once flew from Dubai to Salalah, Oman, has now been taken over by surface transport.

IAS has also found that the increasing population of foreign workers has resulted in a wide variety of foodstuffs from India, Africa and Australia being flown in.

The development of container berths at seaports in the area has gone some way towards reducing port congestion and has also opened up the possibility of transshipment of goods from the Far East to African destinations by air. IAS operated

about 12 flights in 1976 from Dubai and Sharjah to Lagos, Nigeria.

A further innovation by IAS was a cheap service from The Gulf back to Britain, now in great demand for the carriage of household effects, machinery for repairs and motor vehicles.

Recognizing the growing importance of the Middle East for air freight, IAS recently established an office in Sharjah. Most of the airlines, big and small, are increasing their representation throughout the area, while freight agents in Europe who, up to a few years ago, paid it scant attention, have become experts on its geography, political and economic climates and rates and charges.

Intending shippers to the Middle East are advised to work through one of those new breed of expert who know the local areas thoroughly and who are prepared to persevere at extracting the goods from the web of bureaucracy, which exists in many countries, once the goods have arrived.

A. R.

Light flight has great future

The Middle East, with its vast tracts of inhospitable desert and lack of long-distance surface transport, is ideal for general aviation—aircraft from executive jets and below in size. But despite this, the business is only just beginning to take off.

There are two types of main user at present. These are the foreign business companies which are there to help in the enormous development of the area, and who use small aircraft as a business tool to ferry workers and essential supplies to sites.

And there are the rich Arabs who have bought jets (some have acquired former airlines like the VC10 and the Boeing 707) to further their business enterprises, and to take them and their families on holiday to Europe or further afield.

Pleasure flying, as it is known in Europe and the United States, is almost non-existent, partly because there is little pleasure in flying over the featureless terrain which marks large parts of the region. But it is thought that as the local population becomes more technically-minded, this type of aviation will begin to grow.

There is certainly no difficulty in laying down airports as there is in more congested parts of the world. Two British companies dominate the Middle East small aircraft market. These are CSE Aviation, of Oxford, which distributes Piper aircraft, Bell Textron helicopters, Gates Learjets, Lycoming engines, and a wide range of specialized light aircraft equipment; and DK Aviation, of Grimsby, which concentrates on twin-piston, twin-turboprop, and twin-jet light aircraft.

Each company also provides ancillary services which have brought them business from the Middle East. CSE operates the Oxford air training school where pilots from most of the big Middle East and North African airlines have been trained during the past decade. Grimsby obtains the commercial pilot's licence and instrument rating of the British Civil Aviation Authority.

DK Aviation acts as a broker specializing in the sale and leasing of large commercial aircraft. It also manages companies in Sudan, Libya and Oman specializing in crop spraying.

Lord Waterpark, sales director of CSE, makes the point that to sell light aircraft in the Middle East it is necessary to offer a "complete package" rather than just the aircraft, with first-class support and back-up with spares.

Tact needed to make sure of sales

Among recent buyers in the Middle East have been the Omani police, with a Learjet 25B, and a bank manager from Abu Dhabi who travels around The Gulf in a Cherokee Warrior.

There is no lack of money in the Middle East for investing in the expensive business of owning and operating aircraft, but selling aircraft there requires tact and patience. Decisions are not usually taken quickly and salesmen must be prepared to return to the potential customer over and over again to ensure that a sale goes through.

There is general agreement among those involved in the business that the scope for general aviation in the Middle East is limitless. In Sudan, for instance, there is a requirement during the next 10 years for 500 pilots and 300 aircraft for crop spraying.

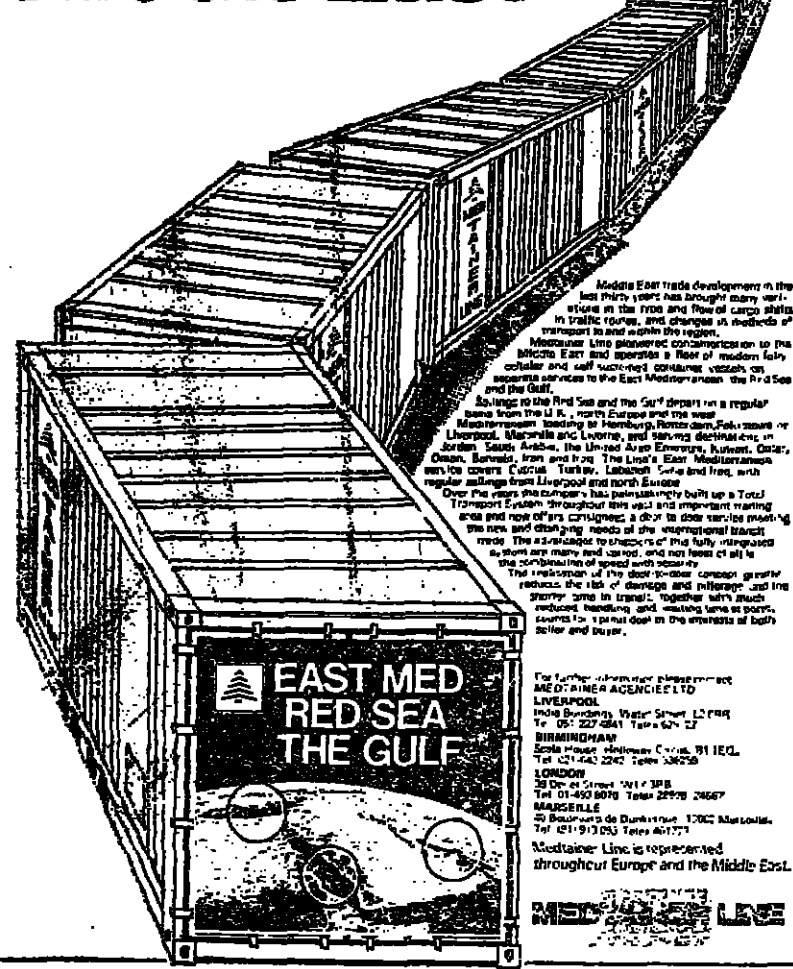
It is already clear that light aircraft will play an important role in the development of the vast natural resources of the area. A Beechcraft Super King Air has been bought by the Egyptian Government; it has remote-sensing equipment and specialized electronics to carry out water, uranium and other resource exploration in the Sinai and Egyptian deserts—exploration which has already been begun by United States satellites.

The aircraft is scheduled for delivery in the middle of 1978. It will also be used to spot arable areas in the desert, and this information will be used to move nomadic tribes to such areas before the agricultural potential in their present locations becomes exhausted.

The existence of water, oil, uranium and other minerals in the Egyptian Sahara and the Sinai peninsula has been revealed by photographs taken by satellites. The first indications are that there is enough water in some areas to irrigate the desert, and the King Air, through its cameras, will follow up these satellite pictures with more detailed information on which the Egyptian Government will base serious exploration.

A. R.

The line that leads to the Middle East



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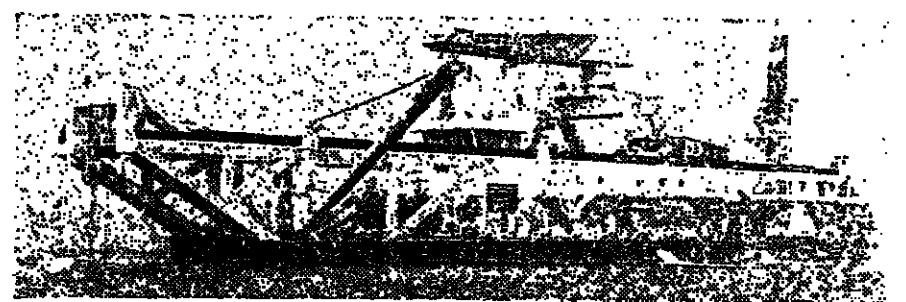
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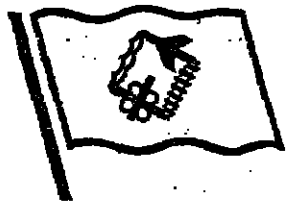
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Hauliers make plans as ports clear

by John Whelan

The choked Red Sea and Gulf ports of a year ago prompted a lemming-like rush by exporters into container ships and roll-on, roll-off traffic. Today, with the relief of the Gulf, Iranian and Saudi ports, that picture has changed. Both the overland hauliers and the conventional break-bulk shipper now seem set to regain ground.

Decongestion has become fact. The helicopters which unloaded cement when 146 ships waited off Jeddah have gone back to the United States. Now the freight forwarders are talking of cargo rate cutting.

But the unloading capacity at Gulf ports is not enough. Importers must stop using the ports as free warehouses. Decongestion alone has improved cargo flow only marginally. As a Belgian haulier, Mr. Frans-Josef Wouters puts it: "The standard sea lorry rate for getting a load to the Gulf may be half the lorry rate but when you add on all the extra port charges and handling costs

from the dock to the warehouse, it can be as cheap to use a lorry."

On present development plans The Gulf will have 353 extra deep-sea and container berths by the late 1980s but again some observers believe this expenditure will help only if fundamentals are tackled. The general manager of Port Services Corporation at Mina Qabus, Oman, Mr. B. G. Metcalfe, says: "Although congestion has been eliminated or eased in several ports, the root of the matter—the ability, or lack of it, in the ports to handle their traffic satisfactorily—does not seem to have been tackled."

Opinions vary on how much rates have fallen in the past six months but it is clear that overall too many operators are chasing too little cargo. The shippers themselves are thought to have fallen off by as much as 25 per cent since the beginning of 1977.

Besides the clearing of the ports there is also clear indication that the Gulf states are importing less than the 40 million tons of cargo which rounded the Persian of Hormuz in 1976. This is generally taken to be a sign that the post-1974 oil price boom is abating.

The economics of land hauliers against sea containers are seldom a matter of straight comparisons but on current rates Mr. G. C. Schmid, managing director of Grand and Freight Forwarders of London, offers containers London-Teheran at 30 per cent less than a trailer lorry. Even on the Teheran run, which most overlanders claim runs like clockwork, the lorry time of 15 to 18 days is being threatened by the 21 days offered by some container operators shipping through Bandar-e-Shapur with transshipment to Teheran by road.

Time in the Middle East is not always the essence. The chaotic state of customs administration at many ports often erodes the advantage the shippers gain from new berths and more efficient stevedoring. Failure to segregate cargo adequately on arrival by date often leads to expensive double-handling.

Most of the overland lobby believe their continuing strength will lie with less than full load deliveries. Not all go as far as Mr. Leonard Beddows, the managing director of Falcongate Freight Management in Liverpool, who considers that in 10 years land freight to the Middle East will be as accepted as it is in Europe today.

Mr. Beddows says his loads are no longer rush jobs of construction materials but goods like paper, tissues, furniture and clothes. The ordinary Gulf merchant with a small family retail business is now aware of the advantage of door-to-door service reducing as it does the dangers of damage in transit and pilfering.

The hauliers, particularly on the Continent, are also taking an interest in project transport contracts. The Antwerp-based firm of Schenker Belgium has taken contracts for the transport of all materials, from prefabricated houses to ping-pong tables for the Belgian cricket workers at Al Khaima and Al-Ashar in Iraq. As the Gulf states embark on their ambitious programme of diversifying industries from a hydrocarbon base hauliers will increasingly seek trunk transport contracts.

Another development which suggests that decongestion may stimulate the land transport operators is taking place at Sharjah. The United Arab Emirates (UAE) has the richest emirate has the Gulf's first fully operational container terminal operated by an independent company registered and based in Sharjah. The thinking at Sharjah is that while only 5 per cent of Gulf cargo can be containerized now, by 1980 this could rise as high as 30 per cent. Mr. Robin Crawshaw, president of Port Khalifa (Sharjah) Port Management Services, believes Sharjah will develop into a major transshipment centre with extensive road haulage connections to the rest of the Arabian peninsula.

Sharjah may well need the hauliers. Its position in the lower Gulf makes it an ideal centre for Muscat on the Gulf of Oman can also claim to be the gateway to the Arabian peninsula. The ruler of Dubai, Sheikh Rashid, was in June considering drawings for a new highway between Dubai and Muscat. Such a road could reopen the overland versus the sea route argument.

Muscat is taking its time about defining the challenge but the port management sees flaws in the shippers' arguments. The questions they pose are based on observations of the roll-on, roll-off operators.

As development races ahead in the Gulf the advantage of being able to beach a cargo by barge on a sandy spit in a few inches of water may be outweighed by the reliability of door-to-door service by roads which the oil states are lacking the peninsula.

The author is on the staff of the Middle East Economic Digest.

by Iain Sherriff

During 1974-75, when port delays in the Gulf were at their worst, more than a thousand vehicles were moving goods into Iran alone each week from all over Europe, a cargo of more than 20,000 tons.

The 4,000-mile run across Europe and Asia Minor to Teheran was one of the most difficult, demanding and dangerous jobs ever to engage road haulage. The demands were the pressures of the exporter and importer, who wanted the best service, and the cheapest rate, which too often meant an uneconomic rate. The dangers were physical and mental, some self-inflicted, others the work of outside agencies both official and unofficial.

Shortage of haulage permits probably caused the greatest concern to operators, drivers and authorities and out of it grew a forged document business of stunning dimensions. The British soon became the most suspected carriers in Europe.

Not all British operations were conducted on forged documents, however, and, of those that were, not all the drivers presented the forged documents willingly. As the first journey to make the run, I and the drivers I travelled with were unaware that we were breaking the law in both West Germany and Austria and almost in Yugoslavia.

Having been delayed at Sheerness for 24 hours sheltering from a force 10 gale, we went ashore at Ostend in Belgium in the small hours of the morning. A sleepy-eyed customs man examined our *carnets de passage*, stamped the wrong ones, removed the correct ones and sent us off to the West German border at Aachen with cancelled documents.

However, the German officials were more concerned with our level of fuel—we had more than the permitted 11 litres—so we paid the tax, presented the documents, forged permits and all and were waved through.

Clearing the West German-Austrian border was tricky but not as tricky as it might have been had we known about our faulty documents. It was a miserable Monday morning. The snow was heavy, the pre-sailed vehicle park was a mess of paralysed dirty snow and our cab-cooled breakfast after an uncomfortably cold night in the cab bunk did nothing to cheer us up.

As we had moved out of line we were put to the end of a 50-vehicle queue. By the time we presented our papers the typical German efficiency had disappeared with the melting snow. They stamped the papers, dressed us down in military fashion for queue jumping and sent us into Austria.

Once more we were innocently to present forged documents. However, so engrossed did officials become in girly magazines dropped on their desk by the man two ahead of us that papers were endorsed unexamined and off we went to have a flat tyre repaired and up the highway to Yugoslavia.

Our crossing point into Yugoslavia was to be Murška Sobota but because of the weekend delay we decided to go over at the Sremski Maribor post. It cost us two days and almost landed us in prison.

Had we taken the more remote post in the middle of the night our forged documents might have been accepted, but not so at Maribor. An eagle-eyed official spotted the fault and we were stopped.

Imprisonment was threatened unless we could get proper permits. Even as we held council of war, more British forgers turned up. Eventually I was nominated to contact the British Embassy in Belgrade.

An overnight train journey from Maribor to Belgrade, a mad taxi ride to the embassy and back to the train for Maribor occupied 24 hours which I would rather forget. The result was a fresh legal permit for each of us and, we hoped, an uneventful trip to Teheran.

Crossing Yugoslavia was a good experience and the well-made roads, passes and tunnels, pleasant food and equally pleasant people brought us to the Bulgarian border at Dimitrograd eight days out from home.

We passed quickly through officialdom and thanked the Bulgarian customs man for his help with a packet of cigarettes. That was not to be the last assistance or gratuitous gesture in Bulgaria.

Our load was two rock-crushing machines, each weighing about 10,000 kilos. At a roundabout in Sofia, the machine fell on to the road and slowly rolled over

LAND TRAFFIC

Crossing the borders of endurance

and over, coming to rest at the feet of a Bulgarian traffic policeman.

The rest of that day was taken up with lifting the unit back on to the trailer using a municipal building squad and crane. The cost—£20, cigarettes by the carton and five cigars.

We then had a police escort to the local Transped depot for repairs. The cost of the escort was a carton of cigarettes.

That night was spent in a Balkan tourist motel; it was comfortable, clean and the food was wholesome. That was to be the last real night's comfort for some time.

Next day we drove to the Bulgarian-Turkish border. This was my first experience of serious delays caused by officials and also of nervous British lorry drivers.

We had a two-day delay on the Bulgarian side of the border. There I met British drivers, armed with knives, firearms and ammunition. The reason they gave was the treatment given by Turks in the mountains. They seemed to be unaware of the risks they were running by just carrying the arms.

Once inside Turkey there were more delays finding an agent to clear documents, getting the bank to change currency and then joining

what appeared to be an endless queue to the customs point. All that took place in a nightmare atmosphere of strange language and gestures, a cacophony of whistle blows and belated unintelligible instructions. It was relief beyond description to be on our way to Istanbul and over-night stop at the Mocamp.

The Mocamp is a halfway house between the Middle East and Britain. There, homeward-bound drivers recount tales of terror from the mountain ranges of Turkey.

One day was long enough to convince me that this was not the kind of life a person could live for long, yet many of the men were doing the 8,000-mile return trip nine times a year. The worst part of the journey, in eastern Turkey, lay ahead.

The great mountain roads comprise a series of hairpin bends each with sheet drops, some of 600ft. They are especially treacherous in the late winter or early spring when the snow is melting.

By accident we crossed a Turkish control line. This is a line on the road outside an over-sized sentry box and the rule is to stop at even those which look deserted. We did not on this occasion. The Turkish official leapt out to stop us and grabbed our documents and

our passports. I saw them disappear into a dilapidated shed and it seemed that that was that.

The Turkish official reappeared after about 20 minutes and made us pay an instant fine for the control offence and another for not being clear of Turkey before our visa expired. They were still three days left on the visa but the official decreed we would not make it and imposed his fine. In the event he was correct.

We were making slow progress towards Tahir, along a section of military panions on the highway road rutted by tank tracks when, at 9 pm our MAN 16/232 broke down in ban-dic country.

No sooner had we stopped than the men of the hills were out. Armed with sticks they fenced with us while their boarding party opened up the cab, crawled into the load and left with the only items they could move—a TIR plate, lamps and incense, registration and long vehicle plates.

It seemed that Turkey was reluctant to release us because the next four days were spent on the edge of a desert below Mount Ararat without any facilities for meeting nature's demands or a place to eat or wash. To add to all this I was robbed of all but a few pieces of clothing and my

money, which was strapped to my body.

The customs post at Bazarjan is a converted farmhouse. The Iranian officials at the border thought it was making some extra cash for themselves on insurance, special agency fees and a border tax per ton. We paid happily for we were all most at journey's end.

One more night under the stars and then it was Teheran, a hotel bed and a bath. Nineteen days, without either can be taxing.

A week later I was on my way home by air. My company was delayed for a further 10 days and then faced a 14-day return trip.

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The author is editor, Commercial Motor.

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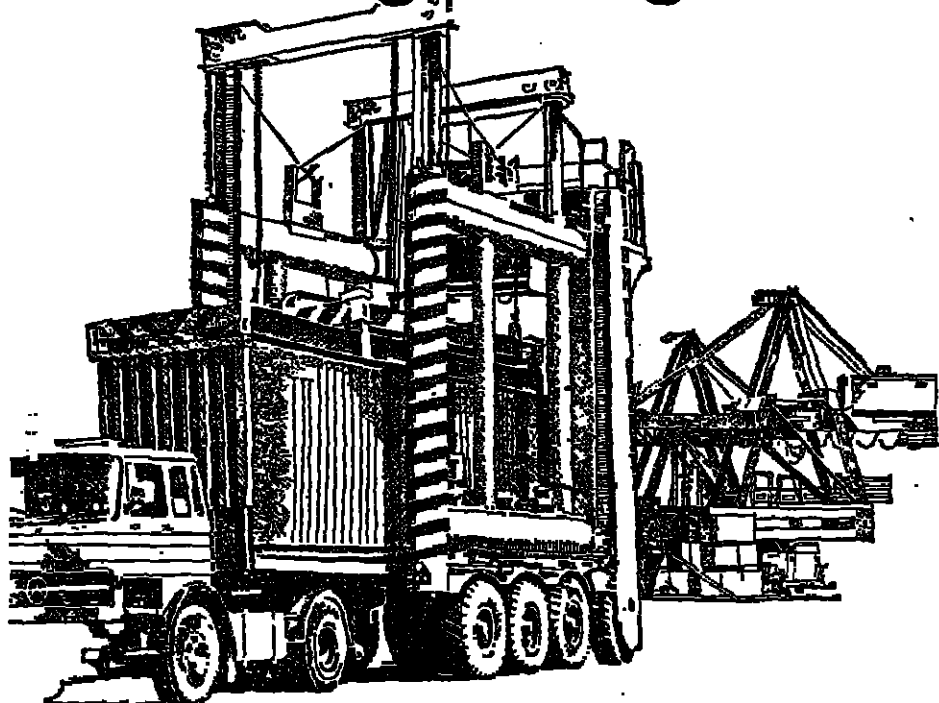
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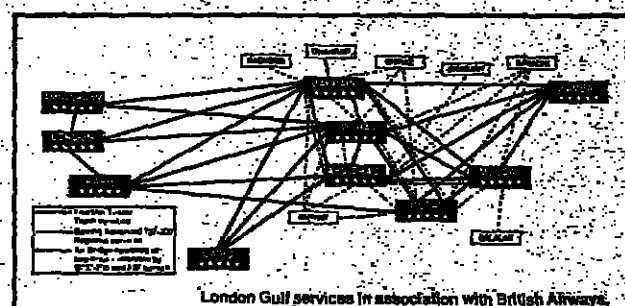
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Going to work on a curate's egg

The roads in Turkey seem likely to break more than one haulier this winter. Memories linger of the 1966-67 freeze when a number of big names went bankrupt. Recent reports suggest that most of the black spots remain, indeed some previously reliable Turkish sections of the overland route have deteriorated this summer.

Throughout the rest of the Middle East the haulage routes are in good order. With the exception of 12 km of desert between Doha and Abu Dhabi, it is possible to drive trouble-free from Adana on the Turkish border with Syria to Dubai in the United Arab Emirates.

The road beyond Tehran to Pakistan and Afghanistan is becoming increasingly well used because of port congestion in Karachi. Last month Schenke of Germany was quoted Peshawar (Pakistan) to Florence at £3,250 to £3,750 a trailer.

The Saudi Arabian road network in particular is improving quickly. Hauliers are now talking about offering regular services into North Yemen from Jiddah.

which casts the net still further afield. With port waiting time up to 140 days at Jeddah this is becoming a strong possibility.

The irony with Turkey is that the transit taxes levied by the Government on the hauliers were intended to fund a road-building programme. Taxes for an outward journey now stand at £650 a journey, according to the Department of the Environment in London, which is seeking to stabilize the rates with the Turks on a government-to-government basis. The Iranian Government is particularly irked at the lack of progress by the Turks.

According to British hauliers the hazards are concentrated on the northern route to Tehran, which goes through Siraz, Erzurum and Erzurum in central Turkey to the border at Bazargan. From Yazgat to Erzurum a 400km stretch of road is now in quite poor repair. Although hauliers say there is now a ring road at Tahir which avoids the steep ascent to 12,000ft, the "naughty old lady of the east" remains.

This is the steep climb at Imranli between Siraz and Erzurum. Mr. David Austin, truck controller of Davies Turner of London, says: "At the moment they have done nothing this year to make it any better."

The publicity attached to the road resembled a campsite with hauliers bivouacking by their vehicles, was compounded by the fact that the locals were hostile. The stone-throwing incidents, and broken windscreens associated with Tahir may not happen at Imranli but road conditions are likely to be just as snowbound. The Turks have on occasions allowed TIR traffic to use military roads but permission has been erratic.

The idea that the Russians may open up their roads to Middle East hauliers from outside the Eastern block is likely to remain a lorry driver's dream. Compared with the hazards of the Tehran run the southern route to Syria and Iraq is fairly straightforward.

For the politics of road-building in the Middle East it is hard to beat the story of the road link between Qatar and the United Arab Emir-

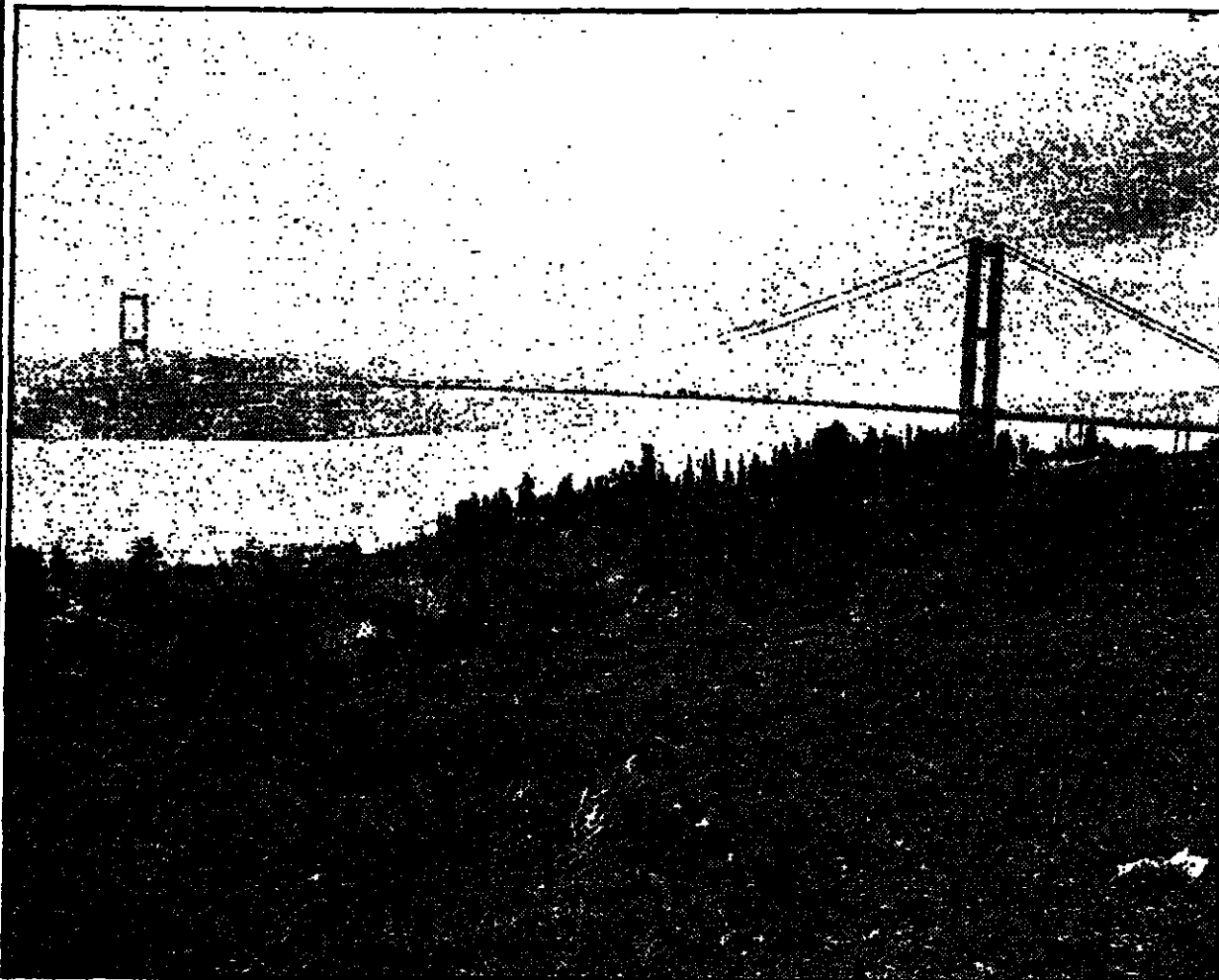
ates. At the moment the 12km gap between the end of the tarmac on the Qatar side and the start of the road on the Abu Dhabi side means transshipping into desert trucks at Doha. The delay has been caused by a game of cat-and-mouse diplomacy between Saudi Arabia and Abu Dhabi over recognition of the UAE.

The Saudis agreed in 1974 to recognize the federation in return for (among other things) the ceding of a corridor to the sea in the west of Abu Dhabi, which would mean that the journey between Doha and the UAE would involve crossing Saudi territory.

The introduction of this agreement was the subject of protracted haggling but it was unexpectedly resolved when, in August, the Saudis handed over \$32.8m in payment for completing the road link.

The best estimates from Abu Dhabi suggest that it will be ready by next April and as one freight operator said, "that will mean a new round of rates cutting".

J.W.



The Bosphorus Bridge: work starts next May on a relief link.

Partner for bridge

by Sinan Fisek

It is only four years old, but already the kilometre-long bridge across the Bosphorus is overloaded and with soon be unable to cope with the steady flow of traffic over its six lanes.

Mr. Selahattin Kilit, the Minister of Public Works,

estimates that the bridge's maximum capacity of 115,000 vehicles a day will be reached by 1980 rather than by 1995, as originally expected.

"In the past few years, heavy transit lorry traffic crossing Turkey through Istanbul and Ankara in the direction of Iran and the Middle East has shown a steady increase", Mrs. Umit Armasangil, deputy director of the Turkish Transport Coordination Agency, said in a report submitted to the eighth meeting of the International Road Federation in Tokyo recently. A second Bosphorus crossing has become inevitable, she said.

Ground will be broken for a second link between the two shores of the Istanbul Strait next May 29, on the 525th anniversary of the conquest of Istanbul by the Ottoman Sultan Mehmet II.

The ideal solution would be to link that second bridge, which will be accompanied by an underground railway tunnel, to the new Trans-European North-South Motorway scheme which Turkey recently joined. It starts in Gdansk, Poland, and will run through 10 countries. It will constitute an important link with Asia and the Middle East when its segments which cross Turkey are completed.

The road will enter Turkey from Bulgaria to link Istanbul with Ankara, where one part will turn east to Iran and the other south to Adana, where it will once again branch out to Iraq in the east and Syria in the south.

Last month Italy submitted a scheme for the main east-west portion of the proposed road to the Turkish Government.

The length in Turkey will be about 3,600 kilometres and Ankara, though keen on the project, lacks the money to undertake it alone and thinks the rich oil countries should contribute.

At a recent meeting of the Regional Cooperation for Development Organization a Turkish official remarked to his Iranian counterparts that the Turkish economy had been forced to undertake investment not necessarily for domestic traffic. Turkey's investment capacity had

been opened up to international use without sharing the resulting benefits.

When he first linked Europe and Asia 25 centuries ago, the Persian emperor Darius used floats to make a bridge. To do that today would cost millions of pounds and Turkey, short of foreign currency, hopes that Iran—if it does not build a second Bosphorus bridge as its ancestors did—will at least help to pay for one.

The Turks contend that the oil price increase of 1973 is responsible for the international transport lorries flowing across Turkey as an unprecedented rate with consumer goods for the Middle East. Iran and other Middle Eastern countries made rich from oil should therefore help.

The weight and volume of goods transported on Turkish roads went up by 151 per cent from 1964 to 1973, then trebled from 1974 to 1975. That forced Turkey to take the unpopular measure of taxing TIR lorries travelling across Turkey.

For each ton/kilometre, TIR trucks now pay 74p if their respective countries have a special agreement with Turkey, which most of them do, and £1.20 if they do not.

Most countries took things in their stride and paid up but Iran was the worst affected by that measure and has so far refused to sign a special agreement with Turkey.

"There are very few of our lorries travelling Turkish roads", one Iranian diplomat in Ankara said. "The problem is that most of the other trucks are coming to Iran, so we have to foot the bill for the approximately £450 a lorry it costs to cross Turkey."

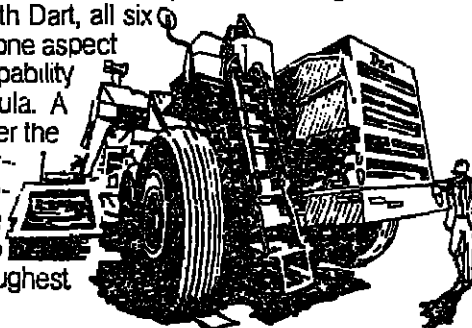
Iran was so put out by the Turkish decision that \$5,000m of credit promised by the Shah during a recent visit to Turkey was summarily cancelled.

Turkish officials insist that the tax they have levied on TIR trucks is reasonable and hardly covers the cost of maintenance and repair to roads damaged by heavy vehicles.

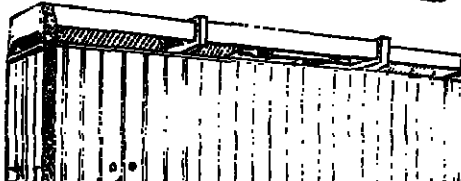
Overcrowded by lorries, of poor quality to begin with, Turkish roads are no longer fast, efficient or safe, they say. "It is evident", one official said, "that all countries concerned with this type of transport should realize that the benefits of all lie in cooperation, and a common approach will be the way out of this problem."

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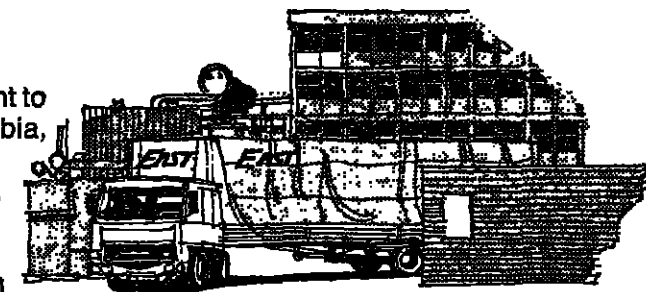
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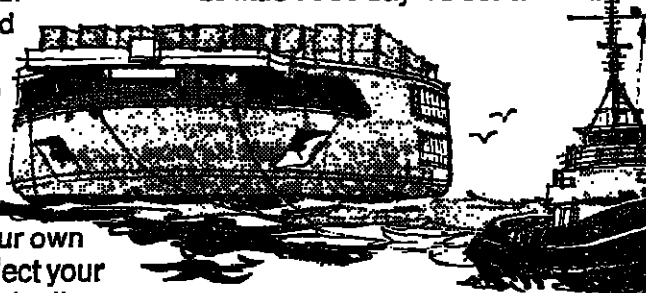
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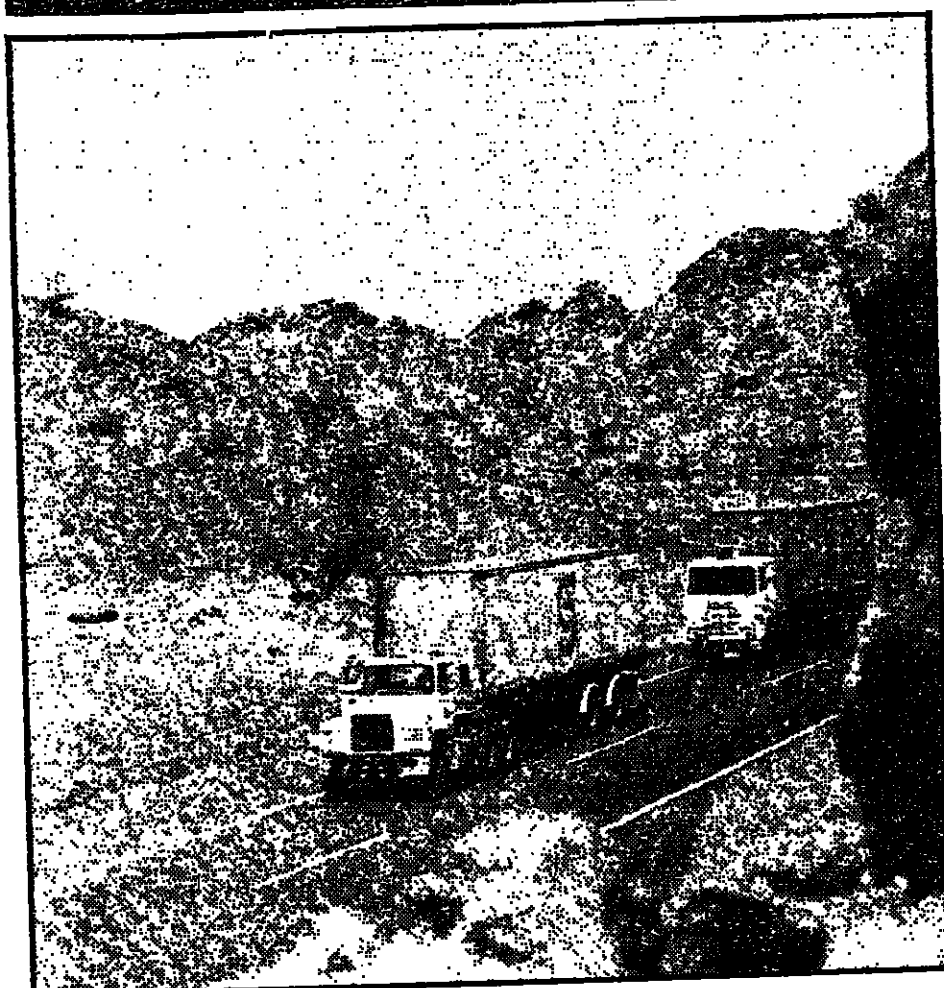


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Two Seatrail lorries roll along a main road in Sharjah while, at a rest point, drivers stop for a chat and to air their bedding.

Bulgaria's cheap rates pose big threat to West

by John Whelan

The East Europeans and Turks are mounting a formidable challenge on the overland freight run to the Gulf and Iran. Only politics stops the Bulgarians, Hungarians and Poles from breaking into Saudi Arabia and the Gulf emirates. The Turks are already there.

Whatever reservations British freight forwarders may have about the East Europeans, their Continental competitors make it clear that the cheaper rates offered by the Eastern block countries are here to stay.

Bulgaria has the biggest fleet on the Iran and Iraq-Kuwait haul with the Sofia-based Bulgarian state transport company DSO-MAT commanding an estimated

2,500 trailers and engine units. The London agents for the Bulgarian state forwarders, Despred, Balkan & Black Sea Shipping, says DSO-MAT is running to Iran and Iraq-Kuwait and that the rates are competitive with British hauliers, although not as low as is sometimes said.

The secret of the Bulgarian success is a matter of some controversy. The London-based firm of Davies Turner says the Bulgarians compete because their drivers take lower wages. Mr Mike Stephenson, director, says a British trucker expects to collect about £700 for a round trip whereas a Bulgarian would be content with just over half that. According to White

Trust, of Canterbury, the Bulgarian state transport company is equivalent to the nationalized British Road Services. "They compete because they don't

have to pay their way," an executive said. Winifred Rockmann, a Brussels-based official of the International Road Transport Union, agrees that the East Europeans often undercut the British hauliers. "They want hard currency so they will accept cut-price contracts just barely covering operating

costs," she says. British hauliers say the chief drawback with the Bulgarians is communication. Telex is difficult on the route. They say the East Europeans take longer to deliver. "It is a case of whether you want to pay 10 per cent less and take a chance on longer delivery," one executive said.

In a business prone to hyperbole such comments strike many forwarders as sour grapes on the part of the haulier. The preference of the Bulgarians for hard currencies, especially

Deutsche marks, is not considered a difficulty. DSO-MAT is cited by some forwarders as the expert on the London-Teheran route with its own camp in Teheran and diesel purchasing points on the road. Many hauliers have to pay bribes to get diesel at garages in Turkey or invest in expensive belly fuel tanks.

One London forwarder, Standard Freight Forwarders, concedes the point about Bulgarians being prone to late delivery but argues that this is the worst thing that can happen with a Bulgarian. What pleases Standard is the preference the Bulgarians have for working through established forwarders rather than cutting straight through to the exporter.

The continentals are in no doubt. Last month Herr Willi Betz, of West Germany, was quoted in London at DM15,600 (about

£3,850) a trailer using Bulgarian transport. Another large continental firm, Schenker, said its whole operation between Europe and Iran, Iraq and Kuwait was out on charter to Bulgarian transport because European hauliers were too expensive.

An indication that more Gulf emirates may open relations with the Comecon countries has been Sharjah's recent granting of landing rights to the Soviet state airline, Aeroflot. Sharjah is notably more open than other members of the UAE in its attitude to foreign businessmen. The ruler's decision to allow Lot landing rights is a sign of growing decentralization in the six-year-old federation.

Turkey is now offering a challenge. Until recently the Turkish drivers have been largely one man or family-operated businesses ready to

join in the speculative "cowboy" end of the business. Based in London's dockland, one Turkish company, Ekar Mid-East Shipping, has a projected turnover of \$1.5m for 1977-78. Ekar charges \$7,820 (about £4,490) for a 30,000kg tilt-trailer load to Baghdad and \$9,350 (about £5,370) to Riyadh, Jiddah and Dammam. Other regular destinations include Kuwait, Doha, Amman, Damascus, and Teheran.

The East Europeans also stand to gain on the important question of a return load. Since British hauliers generally can write off the possibility of picking up on the empty return journey in one of the Eastern countries. The trucker's dream of Iran, Saudi Arabia and the Gulf states actually exporting sufficient to produce two-way traffic is likely to remain wishful thinking.

There are other problems which stem from the moderately recent emergence of the Middle East as a major growth area. They are not necessarily unique to insurance and the insurance of freight, but it would be misleading to write on those

INSURANCE

Brokers compete for business in this fabled corner

by Margaret Stone

Everyone is going to the Middle East and that includes the insurance industry. Insurance brokers and insurance companies from all over the world are competing heavily for representation, joint venture companies and a share of whatever business is available, be it in Saudi Arabia, Iran, the Gulf states or anywhere else in this fabled corner of the modern world.

Goods as well as people are going to the Middle East—heavy construction equipment designed to improve the services of the area, advanced telecommunications systems, vehicles, medical equipment for hospitals and the more modern products which are part of any country's import trade. All this has to be insured.

Or has it? Like usury, insurance has sometimes come up against the tenets of the Muslim faith embodied in the Koran. Certain religious sections have not acknowledged insurance, feeling that the protection of their goods is in the hands of Allah. Relying on fate rather than insurance protection has helped neither broker nor insurance company.

However, that was a problem experienced more by the old Middle East hands rather than the present generation of insurers. The increased commercial advancement of the area has brought the value of insurance into its proper perspective although a director from a leading firm of British insurance brokers recently

back from the Middle East reports that too many Arabs are still in the naive state of believing that insurance can be arranged overnight. He says: "They will spend months discussing the purchase or construction of a ship but then expect the insurance to be automatically and immediately available."

There are other problems which stem from the moderately recent emergence of the Middle East as a major growth area. They are not necessarily unique to insurance and the insurance of freight, but it would be misleading to write on those

subjects without discussing the same claim for them. These are basically some of the countries such as Greece, Turkey and Bulgaria, through which overland freight has to travel. Clearly this is a well-defined risk as far as the underwriters are concerned, as the nationality of the drivers, local drivers are not powerful with insurers.

A lot of money has been spent on encouraging loans to some neighbouring countries to get their roads into better shape but the insurance industry feels that road freight may have reached its peak. In other words, it is not the most favourable form of transport from the point of view. On the other hand, it bears approval of the growing development of the roll-off containerized freight which is first shipped out and then conveyed by road from, say, Jiddah to the point of destination.

Notwithstanding the problems the claims ratio for Middle East insurance has been acceptable although two nasty fires at Jiddah or the Iran-Russia frontier where claims are estimated at \$150m, and at the port of Khorranshahr, bring about 100 to 150 claims. On the other hand, however, both groups agree that there is growth still to come in Saudi Arabia and the emirates. They are not, as yet, looking for a similar expansion in Iran.

One of the few disturbing signs is one which may have been imported into the Middle East. The companies operating there, usually through an agency arrangement, are beginning to view the wholesale plunge into the area by the insurance brokers with a little concern. Part of this at least is dominated by self-interest in that joint ventures are the most common way into the market and some brokers are musing into the underwriter's own on-site arrangements.

There is a suggestion that in order to establish a presence in the area, some brokers are flying down rates. The problem is not of the fact but of the dimension as the same dimension as the in Australia and South Africa, but the shadow of the shadow is cast on the market.

One outcome of the competition at the ports in the Middle East has been the development of the overland routes. In Saudi Arabia and the Gulf states road development has proceeded apace, although the Arabs cannot there.



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